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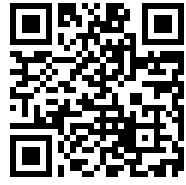

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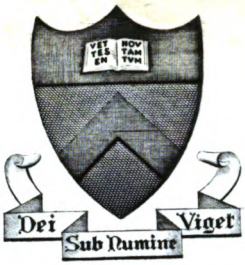
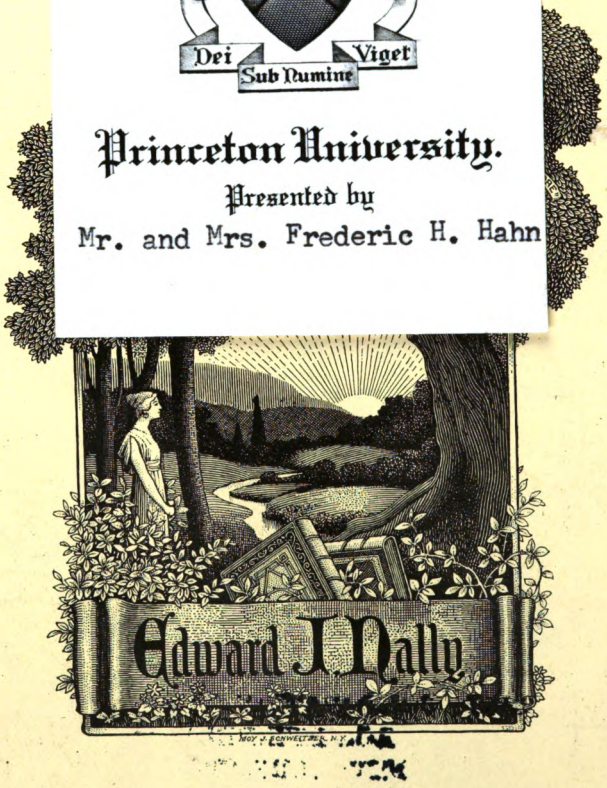


Princeton University.
Presented by
Mr. and Mrs. Frederic H. Hahn



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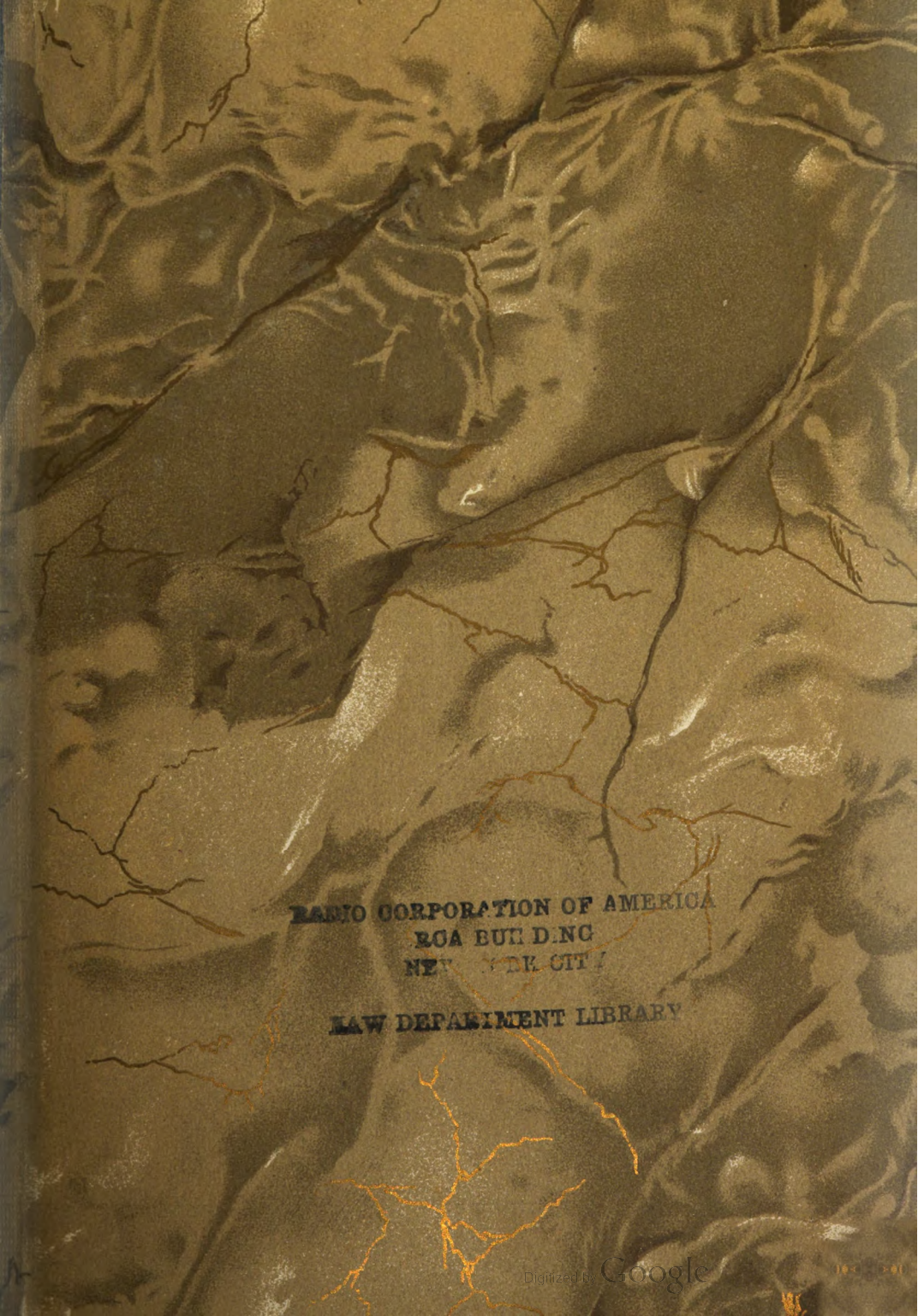

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MARCONI SERVICE NEWS

VOL. I. No. 1 — JANUARY, 1916

Published at 233 B'way, New York. — Edited by J. Andrew White.

FOR AND BY MARCONI MEN

The Aims of the Marconi Service News

WITH this issue the MARCONI SERVICE NEWS makes its introductory bow.

The aims of the publication are precisely bounded: It will be published for the employees of the Marconi Wireless Telegraph Company of America who will act as its contributing editors, authors and correspondents. In its columns will be found news of the various divisions, articles of timely interest and general gossip regarding Marconi men and affairs. One of its features will be a department devoted to questions and answers regarding the Marconi service. In a word, it will be an up-to-tomorrow magazine-newspaper.

The staff of the MARCONI SERVICE NEWS will be its readers; everyone from heads of departments to office boys, from managers of high power stations to junior operators just out of school—everyone in the Marconi service will be responsible for its contents. Theoretically, every publication is designed to appeal to its readers. In our case the readers will design the publication, the sole duty of the editor being to select and present the most interesting articles from among the contributions submitted.

The vitality and tone of a magazine or newspaper are dependent upon the members of its staff. The magazine editor receives with open arms, figuratively speaking, the writer who submits an idea or an article so new that it is startling; the managing editor of a newspaper looks with favor upon the reporter who comes to his office with a "story" that is crisp and effervescent. All of which leads up to the subject of preparing articles for the MARCONI SERVICE NEWS.

It is hardly necessary to say that manuscripts should be written only on one side of the paper, nor that legibility is an important factor in the preparation of "copy." Verse, humorous articles and those with a touch of pathos will be sought, as well as news items. The length of the articles should be determined by their interest. In view of the fact that many members of our staff are detailed as ship operators a number of articles having to do with nautical life may be expected. Not a few writers have found the sea an inexhaustible mine and so it will doubtless prove to some on the staff of the MARCONI SERVICE NEWS.

(RECAP)

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A SCIENTIST TURNED SOLDIER

The Great Marconi, Inventor of Wireless Telegraphy, is Now a Subaltern Officer in the Aviation Corps of the Italian Army.

(From Munsey's Magazine)

SOME months ago a lawsuit involving what would be considered a good deal of money even in these days was on trial in a Brooklyn court. Right in the middle of it a young man, who had more at stake than any one else in the controversy, arose and addressed the court to this general effect:

"Your honor, the Italian authorities here have advised me that my country may go to war at any moment, and I must return at once. I must therefore respectfully request that your honor excuse me from further attendance here."

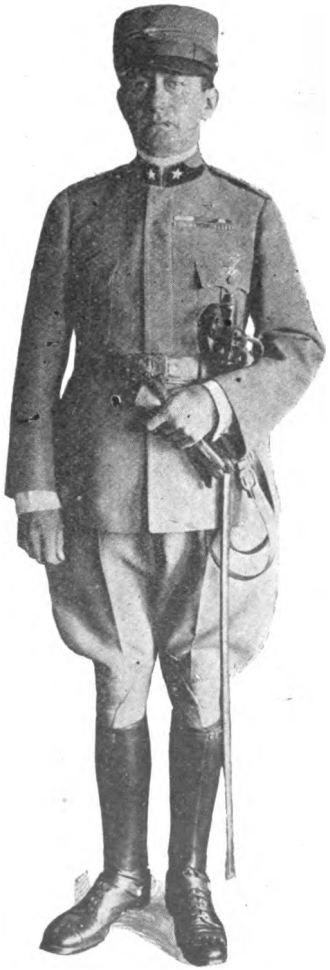
Whereupon his honor descended from the bench and wrung the hand of the great Marconi, who is now Lieutenant Guglielmo Marconi of the Aviation Corps of the Italian army.

This brief speech is notable in more ways than one. It is an index to the character of the man who, when little more than a boy, astounded mankind by throwing dots and dashes of ether across seas and continents, belting the world with invisible bonds of communication.

You will observe that he did not tell "the Italian authorities" that when he had concluded his pressing business affairs he would be glad to accept a place on the general staff. He did not suggest that inasmuch as the Italian navy has recently installed his wireless-telephone device, he could probably serve his country as under-minister of marine.

He did not mention the fact that he is a member of the Senate at Rome, and that, of course, his political affiliations would enable him to select his own time and position in which to serve his country. Nothing of the sort! "My country may go to war at any moment, and I must return at once."

And he did. He reported to the war ministry, got his orders, his uniform, and his sword, and became Lieutenant



Marconi in uniform as a lieutenant. This photograph was taken in London several weeks ago

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Marconi of the Italian army in the war for *Italia Irredenta.*

There is another important feature of that little statement to the court. It was one of the few occasions when Marconi used the personal possessive pronoun in the singular number. "My" is a word that occurs but rarely in his conversation. "My" country—yes; but never "my" inventions, "my" discoveries. It is always "our researches" have developed this or that, and "we are hoping" to do this thing and the other. He has an all-pervasive modesty that hides behind a chilled exterior.

Hence he is a tough problem for interviewers. He has been interviewed more than most men of his age, but the process has not eaten into his reserve, as it does with most men. It is not that he declines to be interviewed. He is always willing, but never eager. He will always meet an interviewer, but never half-way or any part of the way. He answers questions courteously, completely, but he never adds or offers anything. If the interviewer runs out of queries, the interview bogs down right there and comes to a dead halt.

It is only when he is discussing his right-hand aids that he approaches what might be called—for him—loquacity. He is quick to praise them and their work, and you will see that it is for this reason that he avoids the use of "my" in speaking of the Marconi inventions and companies.

There was one other occasion when Marconi talked freely. It was at a dinner in Rome, where the Emperor of Germany was guest of honor. The Kaiser congratulated the young man on his great achievements, and Marconi replied in this wise:

"Your majesty's subjects have paid me even a higher compliment in stealing my inventions wholesale!"

The Kaiser and the inventor do not think much of each other now.

There is nothing that could be described as cordial and inviting in the Marconi manner or even the Marconi smile. There is nothing joyous or debonair or excitable about him. His lips are rather thin and stern-set, and the gaze of the eyes is level and cool. His smile is a perfunctory exercise of the facial muscles. He half shuts his eyes and pulls up the corners of his mouth, all in one fleeting motion—and that's all there is to it.

This is not a characteristic portrait of a hot-blooded, impulsive son of the south, which is just exactly what Marconi is not. Technically, he is an Italian. Actually, he is no more a typical Italian than he is a typical Malay. He is an Italian citizen and an Italian soldier, an officer of the Italian government with an Italian name. Racially, he is an Anglo-Italian. But in temperament, manner, dress, and habit of thought and speech he is ninety-nine per cent. English.

He does not deal in the poetic adjectives and the warm-blooded phraseology of the south. No one will ever hear of Marconi saying that any of his inventions will "revolutionize" or "astound" anything or anybody. When anything of this sort is suggested, he looks politely but unmistakably happy.

Marconi is now just past forty years of age. Hs was world-famous at twenty-six, a short time after he had watched the ripples in the lake at Bologna, and the great idea of the wireless telegraph was born. At that time he looked forty-five or thereabouts, and he has not grown younger with the passing years of hard work.

If Marconi survives this war, it is probable that he will lead science to even greater marvels of communication. When he had perfected the wireless telegraph, he set to work on a wireless telephone, which is now in operation in the Italian navy. The range of this new device is as yet narrowly limited, but so was radiotelegraphy when Marconi built his first apparatus.

Marconi has always taken his work in the same spirit that he took the call to arms—soberly and seriously. You may recall the poet D'Annunzio's hectic return to battle for his country. The contrast is illuminating. D'Annunzio has the southern temperament. Marconi returned as quietly and naturally as the sons of Britain all over the world laid aside their private lives and went out to "do their bit for the empire."

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HOW TO REMOVE THE ARMATURE FROM THE 2 K. W. 500-CYCLE MOTOR-GENERATOR

By E. E. Bucher, Instructing Engineer, the Marconi Wireless Telegraph Company of America

SHOULD occasion arise for the complete removal of the armature from the 2 k.w. 500-cycle motor-generator supplied with the new Marconi standard panel set, the operators and inspectors of the marine service will do well to observe the following general instructions:

First: Remove the adjusting rod for the rotary gap from the frame of the panel and its corresponding stud fastened in the drum of the disc discharger. Then remove the drum from the brass supporting ring by unscrewing the round head machine screws spaced about the circumference. To do this an "offset" screw-driver is required. The drum may then be taken off, exposing the disc discharger to full view.

Second: Remove the small machine screw in the shaft key which holds the disc. Give the disc several sharp blows with a hammer near to the hub. It is preferable to place a small block of wood betwen the disc and the hammer, thereby obviating danger of cracking the casting. The key may now be withdrawn with a smal pair of pliers, after which the disc can be readily removed. The key is split into two halves and generally is mounted on top of a brass shim.

Third: Remove the aluminum air directing piece so that the flat headed machine screws holding the face plate for the rear of the drum can be unscrewed.

Fourth: Remove the small set screw in the large hexagon thrust nut at the end of the shaft; then unscrew the hexagon nut.

Fifth: Disconnect the copper conductors leading from the A. C. brush holders to the binding posts mounted on the fibre block on the top of the frame.

Sixth: Remove the four-slotted hexagon nuts on the end casting and carefully draw the bearing off the end of the shaft. The A. C. armature and shaft is then fully exposed.

Seventh: Remove the ventilating fibre gauze covering the slots in the middle of the motor-generator frame. Partly withdraw the armature. Place a loop of wire or rope through the two slots and underneath the armature so that an assistant can hold it in a horozintal position while it is being withdrawn from the frame. This protects the commutator and the armature winding from injury by scraping. Similar care should be exercised in replacing the armature, taking the same precaution for the protection of the windings and the commutator.

During the operations referred to, the shaft at either end should be carefully protected from injury. It should never be hit with a machine hammer on the disc end; otherwise it will be extremely difficult to remove the latter.

It will further be observed that the bearings can be moved backward and forward in a horizontal plane. They should be placed in such position that they will move freely, thus allowing the thrust to take up the end play.

When the armature is to be replaced, raise the oil ring on the bearing of the D. C. end by means of a small screwdriver, thus allowing the shaft to enter freely. Protect the commutator from injury by a loop of rope or wire drawn between the slots in the center of the frame. Then replace the A. C. end bearing, at the same time lifting the oil ring with a screw driver so that the shaft may enter freely. Insert both thrust nuts, but do not take them up. Insert the D. C. brushes in their holders, connect the windings to their proper binding posts and set the machine in rotation at normal speed.

With the machine in rotation the end play can be tested, either by pressing against the shaft with a piece of wood or by opening and closing the generator field switch. It is preferable to close the generator field switch during the adjustment of the thrusts in order that the armature may be drawn into a normal position by the magnetic flux of the fields. The thrusts should then be carefully taken up until the end play is not more than 1/32 inch. The hexagon

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thrusts are then held in position by means of a small set screw placed on the outer edge.

To replace the disc, first insert the shim in the keyway. Then insert the rear half of the key in the slot. Next replace the disc, making sure that the air circulating blades revolve in the proper direction. The direction of rotation is counter-clockwise. Next insert the second half of the key, drawing them together by means of the small machine screw.

The machine is again set into rotation and a second test made for end play. If normal, replace the drum. It is, of course, assumed that the rear face plate of the drum has been placed in position previous to the setting of the disc. Care should be taken that the small pivot screw in the end of the drum makes electrical contact with the end of the armature shaft. Before again placing the machine in rotation see that the stationary electrodes do not make contact with the movable electrodes; otherwise injury to the disc discharger may result.

Care should be taken to see that the protective condensers are properly reconnected, the brushes set to move freely in the brush holders and that the bearings are well filled with oil before the machine is again placed in commercial operation.

A HEAD OFFICE MAN LAMENTS

At times I don't know where I'm at,
When I hear words like "rheostat."
And queer to me is "antennæ"
Used by wireless men.
They have the most delightful sound
Of any words I've ever found;
But just the same
'Twill be my aim
To get along without them.

One day I told a friend with me,
You're looking rather "antennæ."
He turned away and since that day
Has kept quite under cover.
I told my rent man just for fun
I was sure that he was one!
He clinched his fists
And coarsely hissed,
"You scoundrel—you're another!"
I patronize a grocery man,
Whose name is Patrick J. McCann;
And when I thought that I had caught
A plan of his to cheat me.
I said, "I've got you this time, Pat,
You're just a common 'rheostat'!"
Whereat he quoth
An awful oath
And set upon and beat me.

In all my days I've never heard
Two such scientific words.
It makes me sigh to put them by,
It grieves me much to lose them,
But since the people in my set
Their proper meaning cannot get,
And are so dense,
They take offense,
Well—I dasn't use them.

—*Facksan Figgers.*

MARCONI APPARATUS FEATURED AT THE ARCTIC CLUB

ON Saturday, November 20, the annual gathering of Alaskans at the Arctic Club, Seattle, brought out more than 300 men prominently associated with the territory. A banquet commemorated the close of the summer season in Alaska and representatives from every industry and walk of life met and renewed old friendships and acquaintances. In the banquet room was a complete Marconi equipment and a message from Governor Strong, of Alaska, received direct in the hall. The message met with prolonged cheering, and the fact that it was received over the Marconi system, direct from Juneau, without being handled by land connections, was prominently brought home to all present.

The Chairman of the evening, George W. Allen, enthusiastically acknowledged the courtesy of the Marconi Company, and conveyed the thanks of the Arctic Club and the assembled Alaskans to its Northern representative. Superintendent Irwin, in responding in behalf of the company, briefly explained to the assembled "sourdoughs" that wireless was now not only a successful competitor of the Government cable, but provided

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faster and more economical means of communication.

The following messages were exchanged between Governor Strong and the assembled guests:—

"Arctic Club,

"Seattle, Wash.

"To the Alaskans and their friends who are assembled at their annual banquet, I have the honor to extend cordial greetings on behalf of their co-patriots of the territory of Alaska. May a good digestion wait upon your appetites, and may the spirit of fraternity that links the people of Alaska to their comrades and friends in Seattle and elsewhere be further cemented and increased. Many of us Alaskans remember all too well the long years of our isolation before the advent of the cable, and its marvelous coadjutor, wireless telegraphy. Due to these agencies, Alaska is no longer a remote land, for from Seattle to Ketchikan, and on to Nome and throughout the great interior country, time and distance have been annihilated.

"In recent years, our transportation facilities have been greatly increased; our commerce has grown by leaps and bounds, and this year it is the greatest in the history of Alaska. We are annually adding to the material wealth of our common country, and yet our matchless natural resources have scarcely been touched. The construction of a trunk line railroad from the coast to the mighty interior country, with the necessary branch lines wihch will be built, together with needed wagon roads and trails which will follow, marks the beginning of a new era of industrial enterprise and economic growth which promises to bring to full development all the resources of this great northern land, which we as pioneers know, and which we all love so well.

"(Signed) STRONG,
"Governor."

"Governor Srong,

"Juneau, Alaska.

"Three hundred enthusiastic Alaskan boosters, with a good sprinkling of sourdoughs, joyously cheered the reading of your optimistic message and cordial greetings. Our appetities are whetted, and we are blissfully unconscious of any possible difficulties of digestion. We realize only a bit less than yourself the bounteous wealth of Alaska, which, aided by a sympathetic government, this year has done so much to further demonstrate. The wireless has magically reduced the distance from Seattle to Alaska. While we realize the distance from Alaska to Seattle is still less, we pray this closer union may be further emphasized with the fruitful years to come. The Arctic Club claims the privilege of fostering the social relations, and accepts for the people of Seattle and the sourdoughs in our midst the cordial greetings of the Governor of Alaska. The same are gladly returned and cordial greetings extended to yourself personally, and to the splendid pioneers of the great northern territory.

"(Signed) ARCTIC CLUB,
by
"J. E. CHILBERG,
MORITZ THOMPSON,
MAURICE LEEHEY,
GEO. W. ALLEN,
Committee."

The set installed in the banquet room was a half kilowatt quenched gap panel set attached to the large antenna on the Smith Building, in which is situated the Seattle Station. Messages were relayed through the High Power Station at Astoria.

A COMPLIMENT FOR THE NORTH ENDERS

A PLEASED customer is one of the best assets a public utility company such as ours can have. That good service is appreciated and that the users of our service are not backward in expressing their appreciation is evidenced by the following letter from the Scandinavian American Bank of Seattle:

SEATTLE, WASH., November 5, 1915.
Marconi Wireless Telegraph Company,
L. C. Smith Bldg.,
Seattle, Wash.

Gentlemen:

During the three months that we have been sending messages over your line,

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particularly to Ketchikan and Juneau, we have been indeed pleased with the manner in which they have been transmitted, and desire to take this opportunity of assuring you of our appreciation. Yours very truly,

(Signed) S. S. LINDSTROM,
Assistant Cashier.

PAST, PRESENT AND FUTURE.

By K. E. SODERSTROM.

LOOKING backward a few years, it is really surprising to note the rapid progress which has been made in the wireless field. It is not fully twenty years ago that the world was first informed that Marconi had succeeded in telegraphing without wires and the people at large received this statement doubtfully.

From a commercial standpoint, the wireless—thanks to the organization and system of the Marconi Company—is a success, and judging from present prospects, all indications point towards still greater success, when wireless will be employed more extensively for overland traffic, as it is now being used in Alaska.

There is, however, another side we should not overlook. I refer to the use of wireless in accidents at sea. It is safe to say that no invention at any time has been the means of saving so many human lives, not to mention millions of dollars' worth of property. In the foremost position among the eight wonders of the world, wireless has made travel at sea more secure, even safer than travel over land. Personally, I would rather travel on a wireless equipped ship than on Market Street in San Francisco—especially since the introduction of the "jitney."

Undoubtedly, responsibility for the factor of safety makes the wireless operator's life romantic and interesting. And although the individual's importance is small when compared with the organization, one realizes that a great deal depends upon the individual operator's ability, judgment and personal effort. I know that the public at large realizes this, and looks to the wireless man aboard ship with both confidence and respect.

WAR PREPAREDNESS AMONG MARCONI OPERATORS

BEING a firm believer in the axiom, "Preparedness in time of peace is insurance against war," the Marconi Wireless Telegraph Company of America has welcomed the suggestion made by Captain William H. G. Bullard, superintendent of the Naval Radio Service of the United States Government, as set forth in recent correspondence between the Navy Department and Edward J. Nally, vice-president and general manager of the Marconi Company.

In his letter Captain Bullard first called attention to the provisions of the Radio Act of 1912 giving the President the power in time of war or public peril to close any wireless station for radio communication, reciting that in such circumstances the United States Navy would require a number of competent operators to man the radio apparatus of ships now in reserve and of merchant vessels which would be taken over by the Navy for auxiliaries. He also called attention to the fact that an increased force of operators on board ships in commission and at shore stations, would be required.

With this emergency in view, Captain Bullard asked the co-operation of the Marconi Company in laying before the operators employed by that company a letter from which the following is an excerpt:

"The necessity of having a list of experienced men who would be available for the above purposes is very evident, and it is desired to obtain the names of such men in times of peace, and to revise the list from time to time as required, so that the Navy would not suffer from lack of operators or delay in training them, when the necessity arises.

"A form is enclosed herewith which, after making the entries as shown, should be mailed to the Superintendent of Radio Service, if you will signify your intention to serve in the Navy as a radio operator.

"This will in no way interfere with your occupation in time of peace, and can be withdrawn at any time, should you so desire.

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"The Navy will offer an opportunity to operators to continue in their chosen profession and at the same time give them an opportunity of serving their country in its hour of need. This latter, it is believed, should be a determining factor in assisting you to decide to enter the Naval service at that time.

"The enrollment of your name among those who signify their intention to serve the country when required for the national defense, will be of great assistance in the efforts the Navy is making to carry out its policy. 'In time of peace, prepare for war,' and in this policy, you, as well as every American citizen, should be deeply interested. In the particularly important branch, the Naval radio service, you will not only show your interest, but will aid in making it effective, by a declaration of your intentions to offer your services."

The Marconi Company accepted this excellent suggestion and in his reply to Captain Bullard, Mr. Nally, on behalf of the Marconi Company, said:

"We shall be very glad, indeed, whenever you are ready, to do what we can to co-operate in the matter of the employment by the Government of radio operators of our company at such times as public exigencies might demand."

A copy of Captain Bullard's letter requesting the return of the completed form referred to, was immediately placed in the hands of every operator in the Marconi service. The form covered the following points: Preference for ship or shore duty; number, date and class of license held; experience in wireless and wire telegraphy, and qualifications for sending and receiving.

Thus the Marconi Wireless Telegraph Company of America forges another link in the chain of national defence, the importance of which has been demonstrated in the European cataclysm and the many uses to which wireless has been put in time of public peril.

RANCH LIFE IN MEXICO

THE following interesting letter has been received from Phil. S. Finnell, who was formerly in our service, but resigned to join his father in the purchase and development of a large tract of land on the island of Palmito del Verde, Mexico:—

"The monthly magazine received, and it certainly is appreciated here in the wilds of Mexico. I've read the whole thing over from cover to cover, and it kind o' brings back the good old days, when you come to 'Mr. So and So assigned to this ship, and Mr. So and So assigned to that ship.'

"You asked me for an exciting story before I left, about snakes, tigers, and a lot of unimportant pests like Gila monsters and iguanos; but I think I've got a more interesting tale now—lend an ear:

"On the 10th of November, word was brought here by a *mozo* (carrier) that the *ladrones* (bandits) had come over from the mainland to the Island, and vowed that all Gringoes would be shot. Rather a pleasant vow to be brought to this little handful of Americans!

"Well, it took about ten minutes to oil up every rifle, pistol and shotgun, and appoint guards and pickets, also to barricade the camps, so as to have a pleasant (?) surprise for the *ladrones*.

"On the night of the 11th, the *hacienda* was attacked, and after fifty shots from both sides, we drove the *ladrones* back.

"It's a great feeling to be under fire; especially when it's dark, and you can't see who you are charging into.

"On the morning of the 12th, I made the ride from the *hacienda* to the camp at Teacapan (where I am now writing this), only being shot at twice. I am on the 'graveyard' watch from 2 A. M. till 5 A. M.—and believe me, it's not like standing wireless watch. Instead of fingering the key and twisting the mimeograph, one has to finger the trigger of a rifle, and shift it from his right to left to keep the shoulder from aching.

"To-night is the 13th, and God help us all if it is the 13th in all sense of the superstition!

"Word was received here a few minutes ago that the *ladrones* were coming, so I guess I'd better close and strap on the Old Reliable. I am certainly thankful of my cow-punching training in the States; it helps a lot in a pinch. This life is rather strenuous, so far as

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being shot at and shooting goes.

"I will close with a word of good-bye. If you receive this, you'll know we've licked 'em; but if you don't, you'll read in the papers how another bunch of Americans have been massacred in Mexico.

"73 to all the boys.

"As ever,

"(Sgd.) PHIL. S. FINNELL,

"Palmito del Verde, Sinaloa, Mex."

NEW EQUIPMENTS

A CONTRACT has been obtained covering the installation of a Marconi 2 kilowatt quenched gap set aboard the new steamer Eurana, now under construction at the Union Iron Works. The vessel will go into commission early next month.

Barge 91, of the Standard Oil Company, is being re-equipped with a Marconi ½ kilowatt quenched gap set.

The salvage steamer Iaqua has been re-equipped with a composite set. The vessel left on December 3, proceeding to the aid of the Minnesota.

The old apparatus has been removed from the Speedwell, owned by the Estabrook Company, and a Marconi ½ kilowatt panel set is being installed in its place.

The Bradford, of the Standard Oil Company of New Jersey, will have a Marconi 2 kilowatt quenched gap set installed during January, in place of the Telefunken set now in use.

The China, formerly owned by the Pacific Mail Steamship Company, but now under the control of the China Mail Steamship Company, Ltd., is to be equipped with a Marconi 2 kilowatt quenched gap set.

MARCONI EXHIBIT AT NEWARK

A LONG purple ribbon of electric flame that flamed and crackled inside the above window attracted the attention of thousands of people passing the Public Service building in Broad street, Newark, N. J., during "Electrical Prosperity Week." It was part of the Marconi exhibit, which comprised, aside from the Tesla coil added for spectacular effect, a standard 2 k.w. Marconi panel set in charge of Elvin E. Baker.

To operate the Tesla coil, a sixty cycle, 1 k.w. transformer was used, together with a standard jar rack. The display, which was constructed at the Aldene plant of the company, under the supervision of Superintendent George W. Hayes, proved intensely interesting to the amateur wireless operators and the laymen of the vicinity.

VESSELS RECENTLY EQUIPPED WITH MARCONI APPARATUS

Names	Owners	Call Letters
Clan Buchanan	Clan Line.	ZBC
Clan Maclachlan	Clan Line.	ZBB
Armonia	R. Lawrence Smith, Inc.	VES
Dochra	Barber & Co.	KGL
Uganda	Barber & Co.	ZGA
Munamar	Munson Steamship Line.	KUI
Somerset	Standard Oil Co. of New Jersey.	KSU
Bayway	Standard Oil Co. of New Jersey.	KSR
Motano	Standard Oil Co. of New Jersey.	KSB
Bradford	Standard Oil Co. of New Jersey.	KNG
Iaqua	Union Iron Works Co.	WLI
Virginia	Harby Steamship Co.	KFR
Tamesi	Freeport & Tampico Fuel Oil Transportation Co.	WTE

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EASTERN DIVISION STAFF CHANGES

Wm. H. Boyle is senior on the City of Montgomery.

W. I. Little has been assigned to the Camino, which is now in the Eastern Division.

G. H. Thomas will be on the job in the radio room when the Trinidad leaves Gravesend Bay for England. The Trinidad will carry munitions, but Thomas is undisturbed by any thought of danger.

Earl Wellington is attached to the El Sud, a one-man ship.

J. Feingersh has succeeded C. W. Sturz as assistant on the El Siglo.

Wm. Kaiser has been detailed to the Sarnia as senior. The Sarnia is sailing for Italian ports.

C. C. Langevin is on the Platuria. Langevin presents the formidable combination of ability and nerve. It gets him there!

A. A. Borch is on the Finland as junior.

Sam Schneider is senior on the City of St. Louis.

J. M. Bassett is on the El Oriente.

M. P. Beckvold, a Boston man, is second operator on the North Star.

T. J. Neely, a new man, has been detailed to the Korona as junior. J. P. Callan has been advanced to senior.

F. Mayer has left the Jefferson and is now on the Brazos as junior.

A. M. Mitchell is senior on the Jefferson. H. A. Campbell, a graduate of the school, is junior.

Charley Preiss is second on the Comus.

A new second man is on the Carolina in the person of Edwin Hanna. Hanna was on the Llama when she was wrecked off the coast of Scotland in November.

William Florence has resumed duty on the Morro Castle.

SOUTHERN DIVISION NOTES

It is rumored that the manager of one of our Southern Coast stations recently purchased a "jitney fliver."

One or two of the ship operators have been seen wearing their Marconi uniforms ashore, even going to the theatres thusly adorned. Some of us have the advertising idea.

Manager Chapman, of the Miami station, recently purchased a bicycle with a motor attachment. The six day bicycle race will be run off at New York again next year, he understands.

Light gray felt hat, a blue band with white polka dots about the size of hen's eggs.

A very bright red scarf, and sometimes one with a pattern very similar to very fancy wall-paper designs.

Various suits, of blue, gray, but usually black and white checks, and palm-beach for summer.

Pink, blue, yellow and black and white striped silk shirts, and sport shirts for the summer.

Two yards of black ribbon, half inch wide, hung around the neck, and both ends fastened to a well known make of watch of the $ variety, and fastened in the lower left hand vest-pocket by a safety clip.

Blue, green, blask, lavender, but usually pink silk socks, and——

Black suede pumps, the year 'round.

Is it human?

Yes, indeed! and some "Op" too.

We understand that Hubbard McCauley, the confirmed bachelor, is contemplating matrimony.

One of the operators at Cape Hatteras is suffering with a sore eye. Perhaps the said optic is effected from giving the latest styles the once over.

J. J. Harrigan has been assigned to the Virginia Beach station, as manager, relieving A. Y. Forrest. Mr. Harrigan has been attached to the Cape Hatteras station for a year and a half.

L. W. McKee has been assigned to the Virginia Beach station as relief operator for about a month. He was relieved on the Nantucket by E. G. Maxwell, of Norfolk, Va., a new man in the service.

GULF DIVISION STAFF CHANGES

Effective December 1, J. A. Pohl was appointed superintendent of the Gulf

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Division, with headquarters at 529 St. Ann street, New Orleans, La., in place of E. C. Newton, resigned.

R. E. Armstrong has been appointed manager of the Port Arthur station in place of Mr. Pohl.

J. H. Benson, operator and purser of the Henry M. Flagler, has resumed duties on the Flagler after a month's vacation. D. R. Villareal releived Benson.

P. E. Cassells is now senior operator on the Olivette. Cassells recently returned from a trip to Denmark and rejoined the Olivette at Philadelphia. C. B. Ellsworth is his second man.

A. S. Cresse, formerly of the Pacific coast division, is now on the Miami, running between Key West and Havana. The Miami will go on the run between Miami and Nassau on or about the 1st of the year.

E. Hymel, a New Orleans man, is now operator in charge of the Mascotte, running between Key West and Havana. The Mascotte will go on the Port Tampa, Key West and Havana run about January 1.

G. H. Reachard, formerly second operator at the Tampa station, has resumed duty at Tampa. Reachard was the operator on the Dacia, captured by French cruisers in the English channel while proceeding to a German port with an American cargo.

GREAT LAKES STAFF CHANGES

O. R. Redfern, manager, Duluth, Minn., recently completed a trip to Grand Marais, Minn., where he dismantled that station. Otto is now on a two weeks' vacation.

Lou McPhail, formerly purser and operator on the Ann Arbor No. 5, has been assigned to the wrecker Favorite, now working on the Western Star in Georgian Bay.

A. F. Moranty, Jr., of the wrecker Favorite, resigned on November 30 and is now at home in Detroit.

The Harvester laid up in Port Huron, Mich., on December 1. S. R. Henry, operator-in-charge, has gone back to Chicago.

The Eastern States laid up in Detroit on December 1. Chas. J. Hiller returned to Cleveland for a week. Charles and his new Graflex camera have now gone to New York to try their luck.

Herb. Rodd has returned to Cleveland as the Detroit station closed on the 1st. Herb. is thinking of going to work as a toolmaker this winter.

W. H. Jones, operator-in-charge, Detroit station, has returned to his home in Lorain, Ohio. Jones is thinking of spending the winter as timekeeper for the Great Lakes Engineering Works, Detroit.

E. I. Deighan is back home in Cleveland after finishing the season at the Ashtabula station.

Gerald Covey, operator-in-charge, City of Erie, has gone back to the farm at Bluffton, Ind., for the winter.

Geo. Commerford, operator-in-charge, City of Buffalo, is home in Ashtabula for the winter.

Ernest Nelson, of Calumet, Mich., is purser on the Ann Arbor No. 4 for the winter.

L. W. Hull, operator-in-charge, Manistique, Mich., station, has returned to work after a three weeks' vacation.

B. L. Chapman, operator-in-charge, City of Cleveland, Ill., went to the Atlantic Coast when his boat laid up on November 23.

Geo. Keefe, second the City of Cleveland, Ill., is at home in Detroit.

John Hankin is at home in Buffalo. The Buffalo station closed on December 1.

E. W. Schulthise returned from the woods a couple of weeks ago and worked for Redfern while he went to Grand Marais.

R. Sidnell, who finished his wireless season on November 23, intends spending the winter in the research department of an electrical concern at Massena, N. Y.

SAN FRANCISCO STAFF CHANGES

During his vacation, W. L. Baker of Avalon made a flying trip to San Francisco on the Aroline, visiting the Fair.

B. C. McDonald is temporarily relieving at the Avalon station during the vacation period.

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L. A. Lovejoy, formerly of the Astoria Marine and Semi-High Power stations, relieved E. K. Hawkins as assistant on the Congress, November 13.

E. J. DesRosier of the Honolulu Mutual Station is acting as assistant on the Columbia with W. C. Chamberlain in charge.

P. Singewald relieved J. A. Falke as operator-in-charge of the California, at Baltimore, on December 1.

C. C. White joined the steamship Col. E. L. Drake, December 1, relieving S. M. Armacost.

W. H. Friend returned to the managership of the Eureka station on November 18.

The American Hawaiian Steamship Georgian, with S. Gaskey in charge, was transferred to the Eastern Division, December 1.

D. M. Taylor and J. M. Flottman are first and assistant, respectively, aboard the Great Northern, now plying between San Francisco, San Pedro and Honolulu.

The American Hawaiian Steamship Honolulan, with C. Bentley in charge, was transferred to the Eastern Division, December 1.

H. C. Grundell was temporarily assigned to the Cabrillo, November 18.

The Union Iron Works wrecking tug Iaqua was re-equipped with standard Marconi apparatus and sailed December 3, with L. V. R. Carmine in charge.

L. Wisner was assigned to the F. A. Kilburn as assistant operator, November 25.

E. Smith and K. D. Noble sailed on the Lurline, December 7, as first and assistant, respectively.

H. Hatton was assigned operator-in-charge of the Queen, November 26.

E. L. Reimers joined the Wapama as operator-in-charge, November 23.

C. E. Goodwin was assigned in charge of the Yosemite on November 12.

H. Oxsen joined the Yucatan, December 3.

G. J. Schmelling, of the steam yacht Cyprus, has been in high spirits lately. There must be something to that message.

E. R. Fairley has also been treading air of late. Tia Juana development please write.

SEATTLE STAFF CHANGES

A. F. Lang has been transferred from the Spokane to first on the Humboldt.

F. Wilhelm, after long service on the Minnesota, has been transferred to the City of Puebla, as operator in charge.

The Minnesota, for years the best marine wireless station in the Northern District, left on November 14 for England, never to return to this District. C. F. Trevatt, who has been her first operator for almost two years, continues in that position; with him, as assistant, goes E. M. Sutton. As the Minnesota goes to the British Isles, her former second operator, F. Wilhelm, notwithstanding that his immediate ancestors were as good born Americans as George Washington, figured he had too illustrious a name to take to her particular destination.

E. M. Sutton, from the City of Puebla, is second on the Minnesota.

M. A. Obradovic, from the Senator, is on a vacation.

E. J. Edmonds, of the City of Seattle, has joined the Senator, following the lay-up of the former vessel.

B. C. Springer, from the Senator, is now first on the Alliance.

C. A. Hohlbein and H. J. Scott have gone on vacations, following the lay-up of their vessels for the winter.

E. K. Hawkins, second on the Congress, has been transferred to the Humboldt.

J. E. Johnson, from the Humboldt, after taking a short vacation, has returned to duty.

L. M. Runge has been appointed second operator and freight clerk on the Alki, relieving G. C. Hallett, resigned.

C. E. Bence, manager of the High Power Station and City Office at Juneau, Alaska, is rejoicing over the arrival of a fine baby girl, who has already been christened Ruth Merrill Bence.

J. A. Buchanan, station manager at Ketchikan, also is the happy father of another fine baby girl.

Operator Ben Hamilton, of the Astoria Marine Station, is now consoling himself with the thought that he is one of few men who have been struck by lightning and lived to tell of his experience.

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MARCONI, CAL., HIGH-POWER STATION NOTES

THE shooting season is in full swing, and although the casualties amongst the birds have as yet been distressingly small, there is every reason to believe that, with due perseverance on the part of the hunters, and a correspondingly reckless use of shells, we may even yet see the day (may it come soon!) when roast duck, quail on toast, and other succulent dishes will be part of our daily menu.

From the foregoing, it might appear that we are poor shots. Such, however, is most emphatically not the case. It is all the fault of the wretched birds; they are not at all obliging, and simply will not remain in one place long enough for us to hit them. Furthermore, although I do not desire to make any excuses, I am of the firm opinion—confirmed by everyone here—that our ammunition has been of decidedly inferior quality. Otherwise, how is it that, after firing a dozen or more times at an old coot (we practice on coots, desiring to preserve the ducks until we are ready for them) said coot should calmly turn around and wag his tail at us?—yes, actually wag his tail in derision. Is it reasonable to suppose that he could remain afloat with all that lead in him? Preposterous! The only satisfaction we have had was in the knowledge that he was pretty badly scared.

We had a real duck hunt the other day. At least, it was to have been a duck hunt, but, as we didn't bring home any ducks, I prefer to be honest, and call it something else. Dick's argument, however, is that as we most certainly *hunted* the ducks, we are not departing from the truth in describing it as such. Anyhow, we made arrangements with a fisherman to take us along in his boat and, for days, the talk was all duck. I did balk, however, at being awakened at six o'clock in the morning, merely because Dick had a new theory on duck hunting to impart to me. One has to draw the line somewhere.

The day dawned at last—as days have a habit of doing—and found us all ready to brave the ferocious duck in its native haunts. We didn't take many shells with us—not more than a couple of hundred or so—as we didn't intend to be too hard upon the ducks the first time; they might not like it, as we were strangers.

The run down the bay was uneventful enough, save that it served to establish the fact that our boatman possessed a keen sense of humor. Had anyone beseiged *me* with half the idiotic questions we fired at his unoffending head, I am perfectly sure I would have pitched him overboard first and shot him afterwards. Every time we saw a bird, we would hiss simultaneously, "Is that a duck?" The boatman's answer was invariably "no," but we could see that he was genuinely sorry to disappoint us, so we readily forgave him, even to the extent of smoking his tobacco.

Eventually, we did get a shot; but not at a duck. A mudhen popped up, and Dick fired. He missed it! Now was my chance, I fired, and—happiest of mortals—had the satisfaction of seeing the bird drop plumb into the water. I had it on board in a trice, and gloated over it affectionately. No duck could have been handled more lovingly than was that mudhen; and, when after a few minutes, I added a second to keep her company, my cup of happiness was full. At that moment I wouldn't have changed places with the President.

But how soon was my pride to be humbled. The boat was run in close to the shore and grounded about fifteen yards out. As neither Dick nor I had rubber boots, our boatman volunteered to carry us ashore on his back. I went first, and, when still several yards from the beach, we plunged into a quicksand. Lower and lower we sank, until the water was well over my boot tops. Then the downward motion ceased, and we began to move laterally. This movement continued until we were gently deposited on our sides in about two feet of water. I really didn't think that our boatman was so much attached to me as he proved himself to be then. No brother could have stuck to me closer, and to show him that I appreciated his affection, I did likewise. It was then that I swallowed about a quart of sea water. With sputtered profanity I redoubled my efforts to regain my feet, and at length succeeded. When I

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looked around at the boat Dick was standing in the bows, chortling like a he-goat that has found an empty sardine tin.

"Guess that's quits," he gurgled.

It was. I thought of that day when Dick had fallen overboard from the fishing launch, and I had been on hand to witness his discomfiture. The tables were turned now with a vengeance, and I smiled grimly at the recollection, and wondered if I looked anything like he did on that occasion. I had not long to wonder, for Dick gave me a very minute and not particularly flattering description of my personal appearance. I would not have minded that, however, had not Dick positively refused to come ashore in a similar manner, and thus afford me the opportunity of seeing him in a like predicament.

Dick being adamant, we waded in again and pushed the boat along until we came to a firmer landing, and then only did he condescend to disembark, first, however, taking the precaution of leaving his shells in the boat lest an accident *should* happen.

The ardor of our boatman was somewhat damped by this accident, and he advocated an early return. This, however, scarcely suited Dick and me. We had come out for ducks, and ducks we meant to get as long as we had a shell left; so we compromised by eating a good lunch. By the time this was finished our clothes began to feel less uncomfortable, and as ducks apparently were scarce in that vicinity, we re-embarked and proceeded on our quest.

Mudhens we saw everywhere but never a sign of a duck. A dozen of the former were added to our bag in a very short time, but the argument as to ownership lasted much longer. Dick became so heated that he lost his hat and had no sooner recovered it than over it went again. Then I regret to say, he swore. There was some provocation, of course, but simply no excuse for the use of a word like "Botheration!"

Now our boatman had a very fine double barrelled gun, on which I had long cast covetous eyes, and noting my mute pleading, he asked me if I would like to try it. I would, and did.

When a flock of duc—er, mudhens, I mean, rose opportunely I blazed away with both barrels. That is what I meant to do, but in the excitement of the moment, I must have pulled both triggers simultaneously.

Bump!

I want to take this opportunity of withdrawing all I have previously said in regard to swearing. I also apologize to Dick for the hard things I said about him.

I ruminated over this, as I painfully picked myself up from the bottom of the boat, and gingerly caressed the sore spot on my lip.

"Some kick," I murmured, relapsing into the vernacular.

Dick was jubilant, especially as he had just brought off a particularly spectacular and difficult shot. So enthusiastic was he that he executed a war dance in the boat, branishing his gun as if it were a spear. Evidently, this disturbed our boatman, for he growled in a threatening bass: "Hey, steady, young feller, or you'll fill the bag at one shot." I added my word of warning—in words distinctly appropriate to the occasion—and Dick calmed down.

Ducks were still conspicuous by their absence, and it became increasingly apparent that, after all, we were doomed to return home with nothing more to show than the despised mudhens. Hence, it was that, when a solitary coot bobbed up just in front of Dick, he threw up his gun and fired twice in quick succession, missing both times. Distressed at such an occurrence, I took a snap shot and brought him down, but no sooner had he been deposited in the boat than Dick seized him, and said proudly, "He's my bird, and I shot him." I didn't speak for a moment. There are times when speech is difficult. Seeing my efforts, Dick broke in hurriedly:

"Well, I fired twice to your once, so it must have been my shots that killed him."

"Sure!" I retorted, when I had regained my breath. "You killed him all right; I only blew him into the water."

By this time, we had reached Marconi, and loaded down with birds we marched proudly up the steps, graciously acknowledging the plaudits of a crowd comprising one boy and five stray dogs, gathered to honor our return.

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It is a funny thing that, although we impressed upon our colleagues the fact that mudhens are mighty good to eat, not one of them had the temerity to make the attempt, and, as the cook refused point blank to pluck them, though I told her we would make her a present of the feathers, we generously donated the whole bag to our boatman.

To our confreres in all branches of the Marconi service, we extend our most cordial greetings and heartiest wishes for a Happy New Year.

Mr. L. W. Sturdevant, who took up his abode at Marshall a few weeks ago, is worthily upholding his well known reputation as a raconteur. Some of his stories are quite within the bounds of possibility, too.

Mr. J. F. Woods, of the Great Northern, recently spent a few days here, and was keenly interested in the work of the station. Mr. Mousley also paid us a short visit prior to rejoining the Minnesotan on her trip North.

MONTHLY MISCELLANY

A. Williamson, G. H. Bryant and Charles C. Hall, of the English Marconi Company, recently arrived on the New York.

Wheatstone transmission and dictaphone receiving are being employed in the transatlantic circuit between Louisburg and Cape Breton to Clifden.

Night and week-end marconigrams to Great Britain and Ireland, excepting London and Liverpool, are now charged an additional six cents per message, owing to an increase in telegraph rates enforced by the British Government, December 1. An increase of one cent per word on the "extra word" rate has also been established on all Marconi lettergrams to the British Isles. Full rate and half rate deferred marconigrams remain as before, seventeen and eight and one-half cents per word, respectively, from New York City.

Apparatus for the new trans-oceanic stations at Chatham and Marion, Mass., which has been held up by the war, is now arriving from abroad and the installations will soon be completed.

VACATIONS FOR SHORE STATION OPERATORS

SOME word of appreciation has been received from practically all shore station operators who were granted vacations under the general order from the New York office. The following letter is published as it seems to express the views of all concerned:

EAST SAN PEDRO, CAL., NOV. 21, 1915.

MR. GEO. JESSOP,
Dist. Supt., Marconi W. T. Co.,
San Francisco, Cal.

Dear Sir:—

Allow me by personal letter to thank the Marconi Company through you and Mr. Ginman for the kindness extended Station Operators, by giving them two weeks' vacation with pay, which was enjoyed very much, especially during this period when times are not so very good. I am sure we all will reciprocate by trying our very best to work to the Marconi Company's interest. I will, for my part, try to do so.

Thanking you kindly, I remain,

Very truly yours,

(Signed) M. THOMPSON,
Operator East San Pedro Station.

CHRISTMAS LUNCHEON AT THE HEAD OFFICE

THE third annual Christmas luncheon given by the Directors to the Head Office staff was held at noon on the thirty-fifth floor of the Woolworth Building, December 24. As in past years, the affair was entirely informal; no speeches were made and the hundred or more present were left to enjoy themselves in their own way. At the conclusion of the repast an entertainer mystified those assembled with a variety of feats of legerdemain, and the balance of the afternoon was given over to informal dancing.

Three rousing cheers called for as the general manager prepared to make his departure were given with a vigor that betokened the measure of appreciation returned for Mr. Nally's posted thanks for hearty co-operation throughout the year.

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Books on Wireless

A list of some of the best books pertaining to the wireless art. We have made arrangements whereby we can supply Marconi employees with any book on wireless published in America at regular published price. We can also import on order any book published abroad. **Send us your orders. They will receive prompt attention.**

	Pub. Price Post-paid	With one Year's WIRELESS AGE
YEAR BOOK OF WIRELESS TELEGRAPHY (1915) pp. 1000. Contains a yearly record of the progress of wireless telegraphy; complete list of ship and shore stations throughout the world, their call letters, wave-lengths, range and hours of service, and articles by the greatest authorities on vital questions.....	$1.50	$2.25
HOW TO PASS U. S. GOVT. WIRELESS EXAMINATIONS. 118 Actual Questions Answered. 72 pp. E. E. Bucher. The greatest wireless book ever published for amateurs and prospective wireless operators.....	.50	1.75
LIST OF RADIO STATIONS OF THE WORLD, 220 pp. Compiled by F. A. Hart, Chief Inspector of Marconi Wireless Telegraph Company of Am., and H. M. Short, Resident Inspector U. S. A. Marconi International Marine Com. Co. The only complete authoritative call list published.....	.50	1.75
THE BOOK OF WIRELESS, pp. 222, 219 illustrations; Collins, A. Frederick. An excellent book for amateurs, contemplating building their own stations, gives cost of installing ready built equipment and also cost of material for building your own equipment. Special chapters on amateur long distance receiving sets with costs both ways.....	1.00	2.25
HAND BOOK OF TECHNICAL INSTRUCTIONS FOR WIRELESS TELEGRAPHISTS, pp. 295, Hawkhead, J. S. Covering principally the practice of the Marconi Co. abroad and elementary explanation of the underlying principles..	1.50	2.50
TEXT BOOK ON WIRELESS TELEGRAPHY, pp. 352. Stanley, R. A text book covering the elements of electricity and magnetism, with details of the very latest practice in wireless telegraphy in European countries—recommended to all workers in the art of radio telegraphy.....	2.25	3.25
WIRELESS TELEGRAPH CONSTRUCTION FOR AMATEURS, pp. 200, Morgan A. P. The construction of a complete set of wireless telegraph apparatus for amateurs' use. Recommended to beginners.....	1.50	2.50
PRACTICAL USES OF THE WAVEMETER IN WIRELESS TELEGRAPHY. Mauborgne, J. O. Originally compiled for the Officers of the U. S. Signal Corps; comprises an explanation of the use of the wavemeter, the most complete publication on the subject so far produced.....	1.00	2.25
WIRELESS TELEGRAPHY AND TELEPHONY, pp. 271. Kennelly, A. E. One of the Primer Series giving in simple language an explanation of electromagnetic waves and their propagation through space, also fundamental facts about wireless telegraph equipments.....	1.00	2.25
EXPERIMENTAL WIRELESS STATIONS, pp. 224. Edelman, Philip E. A book for amateurs. The design, construction and operation of an amateur wireless station in compliance with the new Radio Law.....	1.50	2.50
EXPERIMENTS. New, pp. 256. Edelman, Philip E. Practical, up-to-date information for building simple efficient apparatus at small cost, for conducting tests and experiments and for establishing a laboratory.....	1.50	2.50
HOW TO MAKE A TRANSFORMER FOR LOW PRESSURES, pamphlet. Austin, Prof. F. E. For Amateurs, showing how to construct a Transformer with an efficiency of 85% to 90%.....	.25	1.60
HIGH PRESSURE TRANSFORMERS, pamphlet. Austin, Prof. F. E. Directions for designing, making and operating High Pressure Transformers, with numerous illustrations of actual apparatus.....	.50	1.85
LESSONS IN PRACTICAL ELECTRICITY, pp. 507. Swoope, Walton C. Published by the Spring Garden Institute for use in its evening classes in practical electricity. It is one of the most popular works on practical electricity covering as it does principles, experiments and arithmetical problems,—404 illustrations.....	2 00	3.00
THE WIRELESS TELEGRAPHISTS' POCKETBOOK OF NOTES, FORMULAE AND CALCULATIONS, pp. 347. Dr. J. A. Fleming. Bound in full flexible, rich blue leather, stamped in gold, with round corners and gold edges. A book of practical working formulae and calculations for the student of radio telegraphy. Bound to be considered an indispensable part of the working equipment of every wireless student.....	1.50	2.50
WIRELESS TELEGRAPHY, pp. 443, 461 Illustrations, by Dr. J. Zennеck. Translated from the German. The work is the most scientific and thorough that has appeared on this subject. It covers all phases from physical principles to finished commercial apparatus.....	4.00	5.00

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MARCONI SERVICE NEWS

Vol. 1. No. 2. February, 1916

Published at 233 B'way, New York. Edited by J. Andrew White.

BRASS TACKS.

How did your *BALANCE SHEET* look January 1, 1916?
Did you have a *SURPLUS* or a *DEFICIT?*
Did you take Inventory of yourself December 31, 1915?
How much *BAD MATERIAL* did you charge off?
Did you appraise yourself at your *BOOK VALUE?* or at your *MARKET VALUE?*
Does your *BOOK VALUE* include any *CONCEIT, VANITY* or *BLUFF?*
CONCEIT is a *LIAR.*
VANITY is a *DECEIVER.*
BLUFF has no staying qualities.
If you took stock with *CONCEIT* and *VANITY* you used inflated values.
If you took stock with *BLUFF* you watered your *ASSETS.*
BLUFF mixed with *EARNESTNESS* will shoot you up fast, but inability to *SHOW THE GOODS* will shoot you back faster.
Put these all on the Liability side.
If you can't do it this year—set up a *RESERVE* against them.
Increase the *RESERVE* next year;
Automatically write them off.
Don't confuse *AMBITION* with *ABILITY;*
Don't sell yourself for a *PACKARD* when you're only a *FORD.*
Stand in front of your mirror for 15 minutes.
Judge your *MARKET VALUE* by your last *PAY CHECK.*
Look yourself *SQUARE* in the eyes.
Tell *YOURSELF* the *TRUTH,*
Then sign your *BALANCE SHEET.*

C. J. Ross

PLANS FOR AN EMPLOYEES' LIBRARY

IT is proposed to establish in the Head Office a library containing general reading, reference books and fiction, which will be accessible to members two hours daily. The books are to be taken out for one week with the privilege of renewal for another week, after which a fine of one cent a day is to be imposed. The monthly dues will be twenty cents a month and probably less after the library is on a good foundation.

Members will be invited to contribute one or more books, (not necessarily new) in lieu of the first month's dues. Those wishing to join the library should so advise E. B. Pillsbury.

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"HAND TO HAND FIGHTING IN THE FUTURE"

—Marconi

"IF we could find apparatus capable of producing electric waves powerful enough to produce explosions at a distance we then undoubtedly would see extraordinary sights such as modern inventors tell us we are destined to see—the blowing up of battleships at sea, the causing of shells to explode inside the guns and even in the soldiers' belts. That would bring us back to hand-to-hand fighting."

This was the statement recently made to the correspondent of a Paris newspaper by Guglielmo Marconi, now a second lieutenant in the Italian Army, who returned to Rome in December after an absence of five months in England and at the front in France and Flanders. At the last, he said, hand-to-hand fighting will prevail with what the Italians designate as the "white arm." In land battles victory will be won with cold steel, the bayonet and the knife, and the fate of empires will hinge upon the prowress of the soldier in the ranks.

Mr. Marconi said that science undoubtedly was one of the principal factors in the successes obtained by the Germans. There was genuine surprise among the forces of the entente countries at the scientific preparation in the armies of the Kaiser, but in that respect the Allies are now equally strong.

"In aviation," he said, "contrary to what had been expected, the Germans also showed their preparations had been on a most efficient scale. They had very fine machines and exceedingly clever pilots. By prompt and energetic action the Allies soon caught up to them and now surpass them in this respect, a fact which is proved by the recent bombardments of German towns.

"Another surprise with regard to air machines was the fact that very large air craft, equipped with wireless telegraph apparatus of a new kind, were put in the field at the beginning of the war. Tht French, however, captured a few of these machines; the secret became common property and the benefit which the Germans expected from their invention in this regard was frustrated.

"In the matter of wireless stations also the Germans are inferior to the Allies. The most powerful station of all is one now established in England. Every day the Allies are adding little scientific improvements of a most useful kind and in a great number for wireless purposes. I cannot speak of them, because it is necessary to keep our secrets. I may say, however, that the Germans, who have remarkably well-equipped workshops and labora-

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tories, are in a position to replace all their damaged parts, but the Allies daily making new scientific progress, already are on a par with their adversaries and soon will have left them behind."

Mr. Marconi informed another newspaper correspondent that the year just ended was full of bitter disappointments for the Allies. Germany made great headway, although not altogether in the direction she wanted to go. But she is in possession of Poland and she still holds Belgium, while Serbia is crushed.

"Italy is throwing all her energy into the war," said the inventor. "Already she has 3,000,000 men in arms. She will hold Albania and help Saloniki if need be. But I don't believe Italian aid is needed for Saloniki, for the British and French seem capable of holding their own. I don't believe the Germans will get into Greece.

"So the war will have to go on and I fail to see any prospect of the end of it by next winter. From observations I've made everywhere, I'm sure the conflict will be carried on, regrettable as it is, beyond next Christmas."

Mr. Marconi delivered his first speech in the Italian Senate on December 15, his utterances winning for him the congratulations of the other senators. The Italian press also published laudatory comments on his speech and called attention to its practicability and vigor.

A noteworthy feature was his recommendation that all ships of the mercantile marine of the allied governments be requisitioned and their use fairly divided among the entente countries.

Following Mr. Marconi's return to Italy, an interesting bit of gossip was put into circulation. It is to the effect that he will be promoted to the rank of colonel in recognition of his services. Mr. Marconi wore civilians' clothes instead of his uniform while he was in Italy.

CONTRACT NEWS

One of the largest contracts for wireless equipment and operation ever made has been closed with the Inland Navigation Company, of New York. This company, a $9,000,000.00 corporation, is building thirty-six power barges, varying in capacity from 1,600 to 5,000 tons, which will travel the Mississippi on regular schedules between Minneapolis and New Orleans, with stops at all important points between these two cities. The first barge is now nearing completion at the Howard Shipyards, Jeffersonville, Ind., and the company expects to have a number of the barges in actual service by Spring.

Each of the barges will be equipped with the new two kilowatt, 500 cycle panel type Marconi quenched gap sets, operators from our service will be provided, and communication effected as at present in ocean navigation.

The proposal of the navigation company is to compete directly with the railroads. The idea of those financing its project is to facilitate the movement of the crops from the West and Middle West and of the cotton and other products of the South. It barge is to be equipped with four 80-horse power engines, working separate propellors.

OPERATOR BROKE RULE, DISMISSED

An operator in the Marconi service was recently dismissed for supplying unauthorized information to a newspaper regarding the business of the vessel on which he was detailed. All messages concerning the navigation or other business of the ship must come from the commander or officer in charge.

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SCRIBBLED AMID THE CRUMBS OF THE CHRISTMAS LUNCHEON

To-day we all are congregated
Round about the festive board,
High in the Woolworth Building,
Far from the maddening horde.
We've put away our worries
For this one day at least,
So let me introduce you to
Some men who grace the feast.

First I beg to call attention
To the man who ordered lunch,
Mr. Edward Butler Pillsbury,
He's the largest of the bunch
Big in stature—big in action—
With much biggness he is blest,
But the biggest thing about him
Now is beating 'neath his vest.

Next comes Mr. George De Sousa
With a smile which shows content;
No doubt he's thinking of a case where
He can raise some station's rent;
About this time to shipping men
Many "Dead Head Franks" he doles,
But by May the first you'll find,
He has reaped them back in tolls.

Then there's Mr. David Sarnoff,—
Our combination man,
Out he goes and gets the contract
Then comes back and draws the plan,
He's the best Marconi Fixer
When a client starts to rave;
If you want to see Ambition
Just you take a slant at Dave.

Next I mention R. A. Weagant,
Engineering is his game,
He will help you get acquainted,
With any part by its first name.
In the mystery of the wireless
He's the best I ever saw,
And recently I think you'll find he's
Up in wireless law.

There's John Bottomley, Esquire,
A man whom we all know
And love, perhaps mercenarily—
He's handling the dough,
He has a smile for everybody—
Always full of cheer, and sunny;
The only time you'll see him frown
Is when he pays out money.

Mr. Lemon quite sedately,
Working hard without a laugh,
Hasn't time to eat a sandwich
Has to watch the phonograph;
Just returned from sunny Texas
Where the wavelets wash the beach
Though his father named him "Lemon"
I assure you he's a peach.

There sits White—our own J. Andrew,
Edits all our magazines,
Writes of nonsense and of science—
Writes on everything it seems.
White by name and white by nature
White all through in everything,
But we have to make exception
To his "Chappie" eyeglass string.

Now along comes Johnny Curtiss,
He's a dapper little chap
Gets an ad from everybody—
Every city on the map.
There he sits among the ladies,
With their fascinating curls;
Even now he's advertising
All his pretty office girls.

There's our buyer, Mr. Porter,
Sitting in erect position
Wondering where we got the food from—
Didn't see a requisition!
Turns to Jackson his lieutenant
With a look as if to say,
"If you put this over on me,
You'll O.K. it when we pay."

Hello Judge, I most forgot you!
Though you're sitting next to me.

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Since you're up on all injunctions,
Very careful I will be;
As the watch-dog of our patents
You have surely set a pace,
But you ought to take that cap off
If you ever try a case.

Now the last among my friends here
But the first of all to shine
Comes Mr. Nally, smiling,
About this little rhyme.
He is a friend to every fellow—
He will stick through thick and thin;
And we'll stick through 1916
To the Company—and to him!

—C. J. Ross.

The author of the above classic—
He's the man who put the fig in figger,
He's the one who sets the books a'right,
And always has his finger on the trigger,
Spots the very smallest error, sir, on sight.
When he dropped his pen to put the Poe in poet,
To set us down in verse, he didn't tell,
He's our Auditor—he thought you'd never know it—
And this alone will hold HIM *for a spell!* —The Maligned

TRAVELING SHIP SUPERVISORS APPOINTED

FOR the more careful supervision of radio communication at sea, the management of the Company has decided upon the appointment of a number of additional traveling ship supervisors. Senior operators N. J. Kearney, of the New York (American Line, B. J. Harvey, of the San Jacinto. L. R. Schmitt, of the Comus, H. G. Hopper, of the Gloucester. J. E. Bell, of the Howard, and C. L. Beach, of the Havana, have been selected to act in the capacity mentioned.

These men are well-known to the rank and file of the service and it is generally conceded that their long service, experience, and ability qualifies them to competently perform the varied duties required of them.

In addition to noting violations of the rules and regulations of the International Convention, traveling inspectors will be authorized to inspect ship stations at ports other than New York and report upon the general appearance of the radio room and equipment, also to note that Government and Company forms and operators' licenses are posted as required by the regulations.

OPERATORS' PHOTOGRAPHS REQUESTED

SO frequently in pursuing their duties do the Marconi operators blaze their names on the scroll of fame that they are requested to send their photographs to the editor of the Marconi Service News. On the back of each photograph should be written the full name of the operator, the date and place of his birth, the names of his parents or nearest relatives and their addresses, and the date on which he entered the Marconi service. The photographs will be kept on file for use in the Marconi Service News and will be supplied to newspapers when requested. Operators should comply promptly with this request, as it is impossible to foretell when circumstances may place them on the heroes' roll.

V. Ford Greaves, Radio Engineer of the Department of Commerce at Washington, and C. P. Edwards, General Superintendent of the Canadian Radio Telegraph Service to Ottawa, were recent New York visitors.

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Working Conditions in New York Harbor and Vicinity.

By Charles J. Weaver
Manager Sea Gate Station

THE nature of this article is to try and portray as nearly as possible the actual working conditions, as they are today and how they should be, in New York harbor and the surrounding vicinity.

It is my opinion, from twelve years in the Marconi service, both at sea and at different shore stations, that nowhere in the world is a place so congested with radio interference as the district about New York City. This is partly due to the great amount of testing operations that have to be conducted on ships while tied up at New York, and cannot be entirely eliminated; although owing to many complaints from this station, this testing has been materially dcreased in the past year.

One kind of interference that can be easily stopped is caused by some operators not keeping a strict watch when going in and out of New York, causing Sea Gate coastal station to call them several times, when one call should be sufficient.

Another kind of interference that often causes Sea Gate to request repetitions is the habit of some operators of trying out the spark when passing out of the harbor. This may be for their own amusement, or for the amusement of some of the passengers; but I can assure them that it would appeal to the operators at Sea Gate much more if during this practice the aerial is disconnected.

Shipboard operators can be of great assistance when in the neighborhood of New York, if they will observe the following instructions:

When leaving port, or before calling Sea Gate or any other New York station, they should listen in carefully, the use the enquiry signal, QRW. Otherwise the ship's operator may cause the loss of a whole message by calling without first listening in, or giving the enquiry QRW, before starting to send.

Long calls are quite unnecessary, when the attention of Sea Gate station is wanted. They only take up valuable time.

Since the European war commenced, many of the ships of the belligerent nations reduce their power; therefore, although the operator just leaving port may not hear Sea Gate working, that station may be receiving from a ship whose signals are extremely weak, and cannot be heard by a ship further up the harbor.

Another thing which can easily be eliminated is the calling of coastal stations, and signaling the International signal Q.R.U. Once a ship carrying two operators has communicated with Sea Gate station, and has finished traffic, it is not necessary to call that station again, unless the ship has more traffic. This is specially intended for outbound ships. Incoming ships should report at Quarantine or the dock, and at all times be on watch; then they will soon know whether or not Sea Gate wishes more communication with them. Otherwise, if the ship operators do not keep a strict watch, and keep calling the coast station with the QRU signal, they not only cause unnecessary signals to be used, but are very liable to interfere with some other ship station that has legitimate traffic to transmit.

On busy days, as every one knows Sea Gate station has no time to spend in calling ships that should be keeping a constant watch. One or two calls should be quite sufficient in the harbor, and if the ship station immediately gives K, delay will be brought down to a minimum.

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It would also help very much if operators would take care, that when, after sending a message, they receive the signal, QRM Tester, from Sea Gate and a request to repeat part or all of the message, they carefully listen and ascertain whether the tester has taken any notice of the coast station's QRM-QRT signal before starting to repeat. Sometimes the testers do take notice and many times they do not; if the operator would listen in before repeating the sentence or message asked for, he would very often save himself and extra repetition.

Junior operators, unless they are operators of experience, should not be allowed to work with the Sea Gate station, especially on busy days; as speed at that station is sometimes essential to keep the traffic clear. If Sea Gate gets good attention and reception, it can handle the traffic with a minimum amount of delay; but if it has to call a ship half a dozen different times, and gets poor reception in the bargain, delay will soon amount up, with the chance of losing some of the traffic altogether.

Another suggestion to shipboard operators entering and leaving New York harbor, is to work on reduced power between the dock and Scotland or Ambrose Channel lightships, so as not to interfere with other stations.

I also wish to point out one or two irregularities that several shipboard operators do not seem to grasp. One is the proper method of asking repetitions—RQ's. The GA, and stop, method has been abolished for a more simple method that is contained in the U. S. Radio Regulation Handbook for Commercial Traffic, which will be found on "Page 32. Par. 71." The operator is to use the sign UD. In case he misses all the words before the name (say the name is Commander). he will simply say "UD Commander", the sending station then filling all the words, etc., before Commander. In case the operator loses all the words after Commander, he will ask "Commander UD", the sending station repeating all after the word Commander. If the receiving operator should miss several words in the text of the message—for instance, "Dock you north side of pier twenty" is sent and the receiving operator misses the words between "Dock and pier"—all he has to do is to ask the sending operator:—"Dock UD pier", and the sending station will then fill in the missing words. This system is used altogether by the United States Navy, and I think it the simplest of all.

One thing which operators should always remember is that the prefix X is only to be used when they are sending traffic to a ship or coastal station for retransmission to another ship, or station. For instance, if Sea Gate sends an ordinary paid message to the St. Paul for retransmission to the New York, Sea Gate will prefix this message as X when sending it to KSO; that is to indicate to the operator on the KSO that it is a transmitted message, and is to be written on a relay form; but when KSO sends the message to the New York, he prefixes it P just as if the message had originated on the St. Paul, only he sends the original station, with, "via St. Paul." The same applies to both MSG and DH messages. If they are to be transmitted via another ship or station, they are prefixed XMSG, or XHD; the X simply indicating to the receiving operator that the message is for retransmission. But when the ship sends the message to its final destination, the letter X must be left out altogether. Some operators when sending a message to its final station, use the prefixes XP, XMSG, and XPDH, all these are wrong.

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MEET THE CHIEF ENGINEER, MR. WEAGANT

THE life history of Roy F. Weagant well exemplifies his remark that "wireless offers a particularly promising career to a young man," for after he had spent less than four years in the service of the Marconi Wireless Telegraph Company of America he was appointed chief engineer, with headquarters in New York City. He took up his present duties on October first last. Born in Morrisburg, Ontario, Canada, he rereceived his higher education at Stanstead College and McGill University.

Mr. Weagant was graduated from McGill in 1905. Three years afterward he entered the employ of a company manufacturing wireless telegraph apparatus, becoming in time experimental and designing engineer.

When he joined the engineering department of the Marconi service he began designing the 500 cycle quenched gap sets, the transmitting and receiving apparatus of the American Marconi Company being based on his work. He also designed the greater part of the transmitting apparatus for the new United Fruit Company's station at New Orleans.

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EASTERN DIVISION STAFF CHANGES

Fred Rosensweig is junior on the Princess Anne.

H. E. Orben has been re-assigned to the Saratoga as senior. Orben is the possessor of a pair of genuine reindeer gloves which are much admired by the boys at the Elm Street Office. Someone there is wishing that Orben will lose the gloves so that he may have a chance to find them, on the principle that "finding is keeping." Chain them to your neck, Orben.

A. E. Hapeman has returned to New York. After running out of New Orleans for about a year, he is now attached to the Comanche as senior.

B. L. Chapman, formerly of the Great Lakes Division, is on the Alabama, en route to Gulf ports. From freezing to roasting—a welcome change?

C. A. Biddinger is attached to the Arapahoe.

Kenneth McAlpine and A. B. Robinson are on the Armonia, making her maiden trip as far as the wireless is concerned.

C. J. Hiller is another operator who dropped in on us when things got dull in the Great Lakes Division. The Rio Grande for him.

L. L. Beard has returned to active duty. Beard has had a jinx trailing him around. He was taken sick down south and barely got well when he broke an arm. He's O.K. now and thinks the jinx is lost. No reward offered for its recovery.

J. Maresca is on the Vesta.

N. J. Ribler is senior on the Philadelphia of the Red D Line.

H. Koehler is junior on the Comal. Koehler recently returned from a trip to Norway on the Platuria.

Irving Vermilya, formerly operator at Sagaponack and later at Sea Gate, has been promoted to the important post of Manager of South Wellfleet (Cape Cod) Station. He is delighted with his new work and has entered on the duties of the position with his usual energy and enthusiasm. Congratulations, Vermilya.

E. M. Caldwell, well-known to Marconi men, has been re-engaged and is now attached to Sea Gate Station as third operator.

J. M. Bassett is "watchfully waiting" on the Radiant.

John R. Conway and George Abbott are holding down the job on the Jamestown.

C. L. Fagan and C. C. Levin were assigned to the Siberia of the Atlantic and Transport Line, bound for London.

Y. de Bellefeuille, who came from the West Coast on the Siberia, is senior on the Lampasas.

A. L. Speace is making a trip on the Omsk of the Russian Volunteer Fleet. The Omsk is bound for Vladivostok.

Fred M. Crafts, formerly of the Great Lakes Division, was assigned to the Tamesi, a newly-equipped ship.

E. Marschall has succeeded M. Mendelsohn as senior on the Coamo.

The Bayway of the Standard Oil Company of N. J. has recently been equipped. J. A. Dillon has been retained as operator on her.

Carl Orloff is junior on the Proteus. "Smiling" Arthur Schweider is in charge.

E. P. Diggins and J. E. Doyle are first and second on the El Occidente.

J. W. Kibler of the Southern Division is on the Dayton.

F. W. Harper is ready for business on the Vigilancia. We believe the Vigilancia is off on a long trip.

A. M. Mitchell and H. McDonald are on the Munamar.

S. W. Young and C. Stelmach are

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on the Evangeline making the run to Bermuda.

W. H. Jones, a Great Lakes man, is on the Brazos.

P. Podell is senior on the Monterey.

George Sinclair has been detailed to the Uganda, a newly equipped ship.

H. D. Copland and H. F. Hill are attached to the Governor Cobb as senior and junior. The Governor Cobb is going south ofr the winter.

W. J. Swett is on the Bay State.

W. J. Saunders has been promoted to first on the Nacoochee. E. J. Maginot is second.

O. P. Angell is junior on the City of Atlanta.

Operator Samuel Schneider was transferred from the steamship City of St. Louis to the auditing department in the Head Office on January 1.

SOUTHERN DIVISION NOTES

Here Agin
Gone Agin
Harrig'in.—

—So it was, when "little" John Joseph Harrigan, Jr., manager of the Virginia Beach station, recently spent a two weeks vacation in his home town, Baltimore. It was Johnnie's intention on his arrival, to get married; but after thinking the matter over very carefully, he says, he suddenly changed his mind. There seemed nothing that would convert the little "Swede," for we even offered to take out the license, buy the ring, and should it be necessary, furnish the partner. All in all, there was nothing doing, so Johnie went on back to the Beach unaccompanied.

Then a few days later, who should turn up but Thomas Edward McCauley, brother of that confirmed bachelor James Hubbard McCauley and late operator of the steamer Southerner, plying between Savannah and London. We expected to hear a marvelous story of his experiences with submarines, hydroplanes and warships, but Thomas Edward was very truthful and admitted that he had only seen a few U. S. battleships target practicing off the Virginia Capes.

Once more the old adage asserts itself. C. Russell Robinson, former star reporter on the Baltimore American, was reassigned to his old ship, the Howard, relieving J. E. Bell who is on sick leave. Regardless of how long an operator has been out of the business, he will at some time feel a desire to return. There seems to be some fascination in the radio service which one cannot resist.

Shoving up on a long tune, we occasionally hear Dave. Heilig ordering a pair o' ladies shoes, or a gown, or sending' the advertising editorial to the New York store.

Ward Sinclair, assistant manager of the Jacksonville Station has at last purchased that long talked of touring car, or at least that was the substance of his dream of a week ago.

E. Herrera, manager of the Cape May Station, is on a two weeks vacation. A. Campbell is acting manager, and W. H. Shaw has been temporarily assigned as third trick operator. Shaw was manager of WCY about two years ago.

Clement Murphy was recently assigned to the Nantucket as junior operator, relieving operator Maxwell, on sick leave.

Henry Simon has been assigned to the Southerner, relieving operator T. E. McCauley.

L. C. Noble, a new man in the Marconi service, has been assigned to the Howard as junior operator, relieving Walter E. Neumann who was sent to the Charles E. Harwood.

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W. L. Outten has been transferred from the Grecian to the Moreni. He was relieved on the Grecian by P. Fretz from the Quantico.

E. Berbelbach, who has been off on sick leave, has been re-assigned to the Quantico as junior operator.

W. S. Wilson and C. Plossal have been detailed to the battleship Oklahoma for her trial trip.

Constructor Murray is equipping the steam yacht Diana at Norfolk, Va., Murray is also equipping the battleship Pennsylvania for her trial trip.

Constructor Morris is installing a set on the Santa Barbara of the Grace Line, at Philadelphia.

Forty employees of the Southern Division rejoiced at receiving an increase in salary effective January first.

GULF DIVISION STAFF CHANGES

Miss Ida G. Brogan is now filling the position of secretary at the Division Office, vice J. E. Hayes, resigned.

L. H. Graves has been detailed to the Chalmette as junior. Graves was until recently in charge of the Norman Bridge.

E. Du Treil has been detailed to the Norman Bridge and the vessel is now on a trip from Tampico to Brazil. "E." is a brother of "L.J.N." manager of the Marconi New Orleans station.

S. H. Wheeler who mas made "homeless" upon dismantling of the City of Mexico has been detailed to the Francis Hanify, a Pacific coast ship, relieving Operator Fassatt who has returned to the "Golden West," by rail.

L. L. McCabe who was serving as junior on the City of Mexico until that vessel was dismantled has been assigned to the Chalmette as junior. J. E. Broussard, travelling inspector of this division, is senior on the Chalmette.

L. E. Adler, junior on the Excelsior, has been detached from this vessel. F. C. Moore, a new man, has taken Adler's place.

It is rumored that the staff of Port Arthur has gone to "baching;" Armstrong does the cooking and Foley scrubs the dishes. The Marconi Aid Association's fund will most likely suffer a dyspeptic shock.

Manager Young of the Tampa Station recently made a trip to Key West to inspect the vessels of the P. and O. Line. Young reports "all doing nicely."

It has just been reported that "Bachelor's Inn" at Port Arthur is soon to become a thing of the past. Both the manager and his assistant are now keeping late hours trying to figure out whether or not it is best to do it now, or wait until summer.

Staff at Port Arthur Station

Foley—(to visitor), "You see, the speed of a wireless message through the ether is tremendous; it travels about 186,000 miles per second, which is equivalent to seven and one-half times around the earth!"

Amazed visitor, "Gee! No wonder a wireless message always gets through; if you miss it the first time you've got six more shots at it." (Just then the fuse blew out on the rotary gap circuit.)

GREAT LAKES STAFF CHANGES

Ship stations in the Lake Erie District have dwindled to the number of four, while Cleveland is the only coast station open. Very little ice has formed along the shores of Erie, but the weather has been very bad—a heavy sea running almost all the time.

E. A. Nicholas, on the M. & B. No. 1, says its like sailing on submarine to cross the lake in the One. They only come up for meals.

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H. Walters, on the No. 2, has nothing to say. Rumor has it he will shortly become a benedict.

J. Newton, on the Ashtabula, says his two hundred some—odd pounds can stand a little shaking up.

W. H. Jones, Detroit station manager, is now working in the Eastern Division.

Siegel and Main are still holding down first and second respectively at Cleveland.

We sincerely hope all managers and operators enjoy a happy and prosperous New Year, or rather Leap Year. Ladies take notice.

T. W. Fountain, manager of the Milwaukee Station, accompanied by Mrs. Fountain and their child, recently completed a visit among friends and relatives at Milwaukee and Chicago while on his vacation. Tommy, with his usual good taste, is once more nurturing that mustache which so agreeably becomes him.

J. E. McDonald, or present relief manager of the Manitowoc Station, agrees with Mrs. McDonald that Manitowoc is truly a cozy place in which to spend the winter.

Manager J. E. Clark, of the Ludington Station, after a two weeks vacation, onces more takes up the reins.

D. B. Oliver, doing vacation relief during Clark's absence, was very popular with the fair sex of Ludington. Oliver's kindliness will be spoken of for some days to come.

Alfred Thomas, now working nights at Chicago, is occasionlly cheered during his solitary vigil by the fairy voice of his dearest, who also works a night trick at a board for a local steamship company. It's no wonder "WGO" is always on the job.

George Keefe, who was on the Iowa when she sank in Lake Michigan nearly a year ago, is now in Detroit, testing autos. Be careful of the curves, George.

Heavy traffic has kept the Ann Arbor and Pere Marquette ferries exceedingly busy this season. A vacancy as operator on one of these ferries is a rarity. When an operator secures an appointment to one of the berths, he and the position become as one and the same thing.

Operator Biesemeyer recently returned from Chicago, after a prolonged stay in the Gulf. He will resume his duties as manager of the Manitowoc Station March 1st. In speaking of his experiences Biesemeyer says if he ever gets back to Manitowoc, he never will leave, as it's the finest place on earth.

So far the ice conditions on Lake Michigan have not interfered with the schedule of vessels. There is very little ice for this season, although the weather has been very cold. It is hoped that some of the experiences of last year will not be repeated.

SAN FRANCISCO STAFF CHANGES

K. D. Noble relieved A. S. Mackenzie aboard the Adeline Smith Dec. 30. Mackenzie has been granted a furlough.

F. W. Payne joined the Aztec, Dec. 23.

D. C. McMullin in charge of the San Luis Obispo station for the past three and a half years, assumed charge of our Avalon, Catalina Island Station on Dec. 18, relieving W. L. Baker, who has been transferred to the Honolulu City Office of the trans-Pacific Department.

P. D. Allen has been assigned assistant to the steamer Bear, Jan. 4.

L. V. R. Carmine and F. A. Lafferty were assigned as first and assistant of the steamer China, Jan. 1.

B. R. Jones has been assigned to the J. A. Chanslor, Dec. 16, while Mr.

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Giambruno takes a short leave of absence.

S. Cissenfeld has been assigned to the Catania, Dec. 31.

S. H. Wheeler was assigned to the Francis Hanify at New Orleans, Dec. 16. relieving L. Fassett.

S. M. Armacost relieved L. Winser as assistant of the F. A. Kilburn, Dec. 17.

E. D. Bryant and C. A. R. Lindh have been assigned to the Lurline as first and assistant, Dec. 30.

E. Smith has been placed in charge of the Matsonia, Dec. 29.

L. O. Marstellar and R. W. Baer were assigned as first and assistant on the President, Dec. 30.

J. E. Echlin was assigned as temporary assistant on the Queen, Dec. 15.

E. L. Reimers has been assigned as assistant on the Roanoke, Jan. 4.

R. A. Billadeau was assigned as assistant on the Willamette, Dec. 17.

SEATTLE STAFF CHANGES

G. W. Woodbury of the Pavlof is on an extended vacation.

J. A. Buchanan, Manager of the Ketchikan semi-high-power station, is on a leave of absence.

R. F. Harvey, of the City of Seattle, relieved Mr. Powell for a month at Ketchikan.

A. P. Neilson of the Alliance, is visiting the home folks at Ovid, Idaho.

M. A. Obradovic of the Alliance, has returned from a well earned vacation.

Fritz Wilhelm of the Senator, is now in charge of the City of Seattle.

E. J. Edmonds of the Senator, is on a vacation.

J. R. Irwin, Superintendent of Northern District, was married, December 5, to Miss Dorothy B. Copeland, of Seattle.

MARCONI, CAL., HIGH POWER STATION NOTES

The sincerest sympathy of the staff is extended to Messrs. G. F. Shecklen, M. A. Svendsen and L. W. Sturdevant, in their recent bereavements, and to Mr. J. L. Lynch, who is in the hospital at San Francisco, suffering from an abscessed foot.

It is gratifying to note that the large volume of traffic at Christmas was handled most expeditiously and without any hitch, everybody working cheerfully and with an esprit de corps that augurs well for the future. We confidently look forward to the time when the same amount of business daily will be regarded as merely normal.

Owing to the exigencies of the service, our Christmas celebrations were necessarily of a simple character; but it was good to find that Santa Claus had paid a visit to the hotel and left a well-filled stocking for each occupant. It was a kind thought on the part of Mr. and Mrs. Baxter, and was highly appreciated.

A combination pool and billiard table has reecntly been installed by the "KET" Club. and our best thanks are due to Mr. Ginman for his co-operation and assistance.

There have been several severe storms rcently, and the short walk from the hotel to the operating house becomes quite an ordeal, when a gale is blowing.

Two of the boys were surprised on entering the tennis court a short time ago to find a jack rabbit disporting himself merrily therein. After a deal of manoeuvring, they managed to effect his capture with the result that there was a change of diet the next day. This is a fact!

There is rejoicing in the camp of the hunters, for the first good ducks have at last been secured. Now is the extravagant use of shells justified,

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for our labors have not been in vain. Gone is the day of the coot, and forgotten is the charm of the mud hen—the butterball and blue bill reign supreme. Nowadays, when a man goes out hunting, even if he fails to bring home any tangible proof, he always claims to have shot at least one duck (either it was carried away by the tide or it sank before it could be secured) —anything goes. Of course, we have Missourians here, and it is sometimes rather difficult to convince them, especially if two members of a hunting party disagree as to the actual number of birds shot. But it all helps fill the sack.

Good-bye 1915—Welcome 1916.

We heave a prodigious sigh and tell ourselves mournfully and half-unbelievingly that another year has gone. Then we shake our heads and devote an hour or so to gloomy retrospection, finally reaching the conclusion that this old world of our might be worse after all.

It is an annual affair, this heaving of sighs and shaking of heads over what might have been, and we do it, not so much because we derive any lasting benefit from it, as from the feeling that it is the correct thing to do at this season.

We have previously, and with much deep thought, made out a list of our New Year resolutions, and as we realize that certain things are now taboo, we become keenly aware of their utmost desirability. But we are strong in our determination, and it is with an air of ostentatious self-denial that we stick out our chests and in a look-what-it-is-to-be-strong-willed tone, say:

"Sorry, old man. I'd like to, but—New Year resolution, y' know."

It is noticeable, also, that about this time we develop an unaccountable irritability that is a source of never-ending amusement to our friends—especially those whom we pitied—and somehow the halo does not appear half so desirable as it did a few days ago. We are still firm, however—not so awfully keen, y'know, but firm.

This stage lasts perhaps a week, and then.

But why dwell on it.

Here's wishing you all a Happy and Prosperous New Year.

SPECIAL RECOGNITION FOR SOUTHERN MEN

THE valuation of faithful service which the Marconi Company places upon noteworthy acts among employees is revealed in the sequel to the reports of exceptional work done in the recent Gulf storms.

In a letter to J. A. Pohl, the newly appointed superintendent of the Gulf Division, Traffic Manager George S. De Sousa highly commended the faithful manner in which Mr. Pohl attended to his work. A substantial Christmas present, authorized by the General Manager, was added. A letter similar in spirit was addressed to J. W. B. Foley, Manager of the Port Arthur Station and also accompanied by a special Christmas gift.

In acknowledging the special distinction, Mr. Pohl said: "I am very proud of the letter you have written me and consider it my most valued keepsake."

Mr. Foley replied: "On Christmas Eve I was very much surprised, and pleased also, when I received your gift and beautiful letter, which I consider of inestimable value. That letter has inspired a faith in me toward the Marconi Company which I never had for any of my former employers. It simply goes to show that which I have heard, namely—that the Marconi Company has an interest in its employees, keeps itself informed of their actions, and takes proper care of the deserving."

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OF AMERICA

WOOLWORTH BUILDING

233 BROADWAY, NEW YORK

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Books on Wireless

A list of some of the best books pertaining to the wireless art. We have made arrangements whereby we can supply our readers with any book on wireless published in America at regular published price. We can also import on order any book published abroad. **Send us your orders. They will receive prompt attention.**

	Pub. Price Postpaid	With one Year's WIRELESS AGE
YEAR BOOK OF WIRELESS TELEGRAPHY (1915) pp. 1000. Contains a yearly record of the progress of wireless telegraphy; complete list of ship and shore stations throughout the world, their call letters, wave-lengths, range and hours of service, and articles by the greatest authorities on vital questions	$1.50	$2.25
HOW TO PASS U. S. GOV. WIRELESS EXAMINATION. 118 Actual Questions Answered. 72 pp. E. E. Bucher. The greatest wireless book ever published for amateurs and prospective wireless operators	.50	1.75
LIST OF RADIO STATIONS OF THE WORLD. 220 pp. Compiled by F. A. Hart, Chief Inspector of Marconi Wireless Telegraph Company of Am., and H. M. Short, Resident Inspector U. S. A. Marconi International Marine Com. Co. The only complete authoritative call list published	.50	1.75
HAND BOOK OF TECHNICAL INSTRUCTIONS FOR WIRELESS TELEGRAPHISTS, pp. 295, Hawkhead, J. S. Covering principally the practice of the Marconi Co. abroad and elementary explanation of the underlying principles	1.50	2.50
TEXT BOOK ON WIRELESS TELEGRAPHY, pp. 352. Stanley, R. A. text book covering the elements of electricity and magnetism, with details of the very latest practice in wireless telegraphy in European countries—recommended to all workers in the art of radio telegraphy	2.25	3.25
PRACTICAL USES OF THE WAVEMETER IN WIRELESS TELEGRAPHY. Mauborgne, J. O. Originally compiled for the Officers of the U. S. Signal Corps; comprises an explanation of the use of the wavemeter, the most complete publication on the subject so far produced	1.00	2.25
EXPERIMENTS. New, pp. 256. Edelman, Philip E. Practical, up-to-date information for building simple, efficient apparatus at small cost for conducting tests and experiments for establishing a laboratory..	1.50	2.50
HOW TO MAKE A TRANSFORMER FOR LOW PRESSURES, pamphlet. Austin, Prof. F. E. For Amateurs, showing how to construct a Transformer with an efficiency of 85% to 90%	.25	1.60
HIGH PRESSURE TRANSFORMERS, pamphlet. Austin, Prof. F. E. Directions for designing, making and operating High Pressure Transformers, with numerous illustrations of actual apparatus	50	1.85
LESSONS IN PRACTICAL ELECTRICITY, pp. 507. Swoope, Walton C. Published by the Spring Garden Institute for use in its evening classes in practical electricity. It is one of the most popular works on practical electricity covering as it does principles, experiments and arithmetical problems.—401 illustrations	2.00	3.00
THE WIRELESS TELEGRAPHISTS' POCKETBOOK OF NOTES, FORMULAE AND CALCULATIONS, pp. 347, Dr. J. A. Fleming. Bound in full flexible, rich blue leather, stamped in gold, with round corners and gold edges. A book of practical working formulae and calculations for the student of radio telegraphy. Bound to be considered an indispensable part of the working equipment of every wireless student	1.50	2.50
WIRELESS TELEGRAPHY, pp. 443, 461 illustrations, by Dr. J. Zenneck. Translated from the German. The work is the most scientific and thorough that has appeared on this subject. It covers all phases from physical principles to finished commercial apparatus	4.00	5.00
PROCEEDINGS OF THE INSTITUTE OF RADIO ENGINEERS, edited by Dr. Alfred N. Goldsmith. Nos. 3 and 4—1913; Nos. 1, 2, 3, 4,—1914, and Nos 2 and 4 for 1915 sold singly at $1.00 each. Volumes II (1914) and (1915) Bound in Buckram, $5.00 each	6.00	7.00

Send Orders to **The Marconi Publishing Corporation,** 450 4th AVENUE, NEW YORK, N. Y.

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MARCONI SERVICE NEWS

Vol. 1. No. 3. March, 1916

Published at 233 B'way, New York. Edited by J. Andrew White.

A DREAM THAT MATERIALIZED

An Editorial from the Cedar Rapids (Ia.) Gazette

ABOUT eight years ago two men visited Cedar Rapids as representatives of a company that was financing a wireless telegraphy project. They explained that a man named Marconi had perfected an invention that was going to revolutionize the telegraphic world and they were traveling in the west for the purpose of selling stock, the proceeds from which were to be used in developing and marketing the Marconi wireless.

Most people were skeptical. The representatives had wireless apparatus with them and they gave demonstrations in the auditorium. Some persons, somewhat less skeptical than the majority invested a little money in the stock. That was the last they heard of the men who delivered the certificates and took their money. They never received any dividends, and they grinned at one another and decided that they had been victims of a flim-flam.

Recently a Cedar Rapids woman decided to find out whether her stock was valuable or worthless. Marconi has become famous, as has his wireless system of telegraphy. The local woman wrote to the American Marconi representatives in New York. They replied that her name was not on their stock books and that, so far as they could discover, she owned none of their stock. They requested that she send her coupons to them, so that they might learn how the fraud was perpetrated. She complied with their request.

A reply came from New York to the effect that the stock was good, but that it had been issued by the Marconi company of London, not by the American company. They advised the woman to get in touch with that concern, and she did so. Then she received dividends for the last eight years. There are a few other owners of Marconi stock in this vicinity. They can obtain money in the same way.

Just a few years ago people were calling Marconi a dreamer. They laughed at his plan to transmit messages across miles and miles of sea without the use of wires. But Marconi had courage and convictions—without which, by the way, no man achieves greatly—and he refused to be laughed down. Now he is hailed as a genius, one of the inventors who pave the world's path of progress.

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Without its dreamers this old planet would be a poor place in which to live. Contrary to the common belief, it is the dreamers who do. Edison dreamed, and now we can hear Caruso and Melba as they sing from a small, round stage of black glue into the top of a mahogany box. Bell dreamed and we speak across the continent over the telephone. Dreams built the first skyscraper, the first steamship, the first locomotive, the first submarine, the first air ship, the first subway. Dreams have been responsible for most of the world's great achievements.

That is why Cedar Rapids people who once had a small amount of faith in what then was widely thought to be a dream, now can collect dividends on their Marconi wireless stock.

THE MARCONI WIRELESS AID ASSOCIATION

AT a regular meeting of the Marconi Wireless Aid Association, held recently at the head office, 233 Broadway, New York, reports were submitted by the secretary and treasurer showing that the association is in a healthy condition.

The association is founded on the desire of the employees of the Marconi Wireless Telegraph Company to assist each other and to provide substantial aid in cases of illness or accident by providing a fund for that purpose. All regular employees over eighteen years of age, of good moral character and bodily health are eligible to membership. At present only sick benefits will be paid, but later on it is proposed to add a death benefit.

The affairs of the association are managed without expense, except for postage and necessary supplies. For that reason all the members are directly interested in its welfare, and the officers must rely largely on them to bring its merits and advantages to the attention of those who are not yet enrolled. It goes without saying that as the association grows numerically, so will its power increase to aid worth brother employees or their families who are in distress.

THE STORK CALLS AT ASTORIA

In a letter recently received from A. M. Greenwell, operator in charge of the marine station at Astoria, Ore., this interesting observation is made:

"I take pleasure in informing you that we have a eleven and a half pound boy at our house. He arrived this morning and is a big husky—a veritable athlete."

Mr. Greenwell became a benedict on December 4, 1914, marrying Miss Lillian F. Johnson, of Blind Slough, Oregon. Mrs. Greenwell before her marriage was one of the most popular employees of the telephone company at Astoria.

"73"

Our San Francisco Chief Operator claims to be as neutral as any loyal American citizen can be on the European war, and submits as evidence two Christmas cards received from sources widely separated and opposed.

One is from Fritz Kleist, now prisoner of war in the detention camp at Hunyhom, Hong Kong, China. The other from E. E. Castle on active service "somewhere in France," reading, "A word of greeting to my late 'chief',

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with pleasant memories of the time spent while under his charge."

Both boys are old Pacific Coasters of the kind we like to hear from, and to them we extend the fervent hope that they may again meet each other in the land of freedom and friendship.

ELDING TELLS ONE ON VAN

ONE of the previous issues stated that C. M. Vandenburg had joined the Multnomah as assistant, Nov. 6. Van is a new man, but still he is a full fledged operator and, like all full fledged marine operators, a regular fellow. One night about nine o'clock Van came strolling in to the wireless room. We were bound for San Pedro that trip and were due at six o'clock next morning.

"I'll match you," he said, "and if I lose, I'll take the watch till we get in, or six in the morning, and if you lose, you stay on till three".

We matched and I lost, so I stayed on till three. The Multnomah, although a steam schooner, is faster than her shadow and arrived three hours ahead of time. I signed off at 3:00 A.M. in dock, San Pedro—30.

"Here is where I get one on Van," I thought; so I went in to the room and called him. "Old man," I said, "it's three o'clock and we've run into a fog. The whistle cord broke, so we've stopped. Better hurry up and get on the job."

It had been an exceptionally smooth trip, so Van jumped up none the wiser, and at exactly five minutes after three, he was on the job. So far as he knew I was already asleep.

He looked at the log, put his head out of the door and—

I think it best to stop here.

The firemen of the factory at Aldene as they appeared in a recent parade

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BRASS TACKS, *DRIVEN BY C. W. ROSS*

TWO WAYS OF DOPING IT OUT—WHICH IS YOURS?

Get busy! Don't waste a minute of time.
Keep pulling away from the mob,
You'll find if you don't that some other bloke
From the rear will step into your job.
When Procrastination meets you on the way,
Just give him a glance—don't stop,
Hang a sign on your brain, "Do it now" if you wish
To keep climbing on up to the top.
Let other men tarry and loaf if they will
And grab at temptations galore
You'll find in the end, they haven't a friend
When Old Age knocks on the door.

Why worry and study and strive and fret,
Till your nerves all go to smash,
Why waste all your life in a gruelling strife
To pile up a big bunch of cash,
Why lose all the fun in life when you're young
And to Effort your talents be giving,
This old life is short, why not be a sport?
For this universe owes us a living.
Let other men hustle and strive if they will
And pass up temptations galore,
My life is my own and I may not be home,
When Old Age knocks on the door.

Are you *ABSORBING* and *STORING AWAY* the bits of useful *INFORMATION* which come your way each day?
You are a *BIG BUSINESS.*
You operate a *BIG PLANT.*
You are a *MANUFACTURER.*
You are also a *SALESMAN.*
You are continually manufacturing *BRAIN CELLS.*
The *BRAIN* is your *CAPITAL ACCOUNT.*
Are the cells you are adding to it *CAPITAL CELLS* or *EXPENSE CELLS?*
The *BRAIN* thrives on what it is fed.
Have you given as much *THOUGHT* to the *FOOD* you choose for your *BRAIN* as to the *FOOD* you choose for your *BODY?*
If you want a *HEALTHY BODY,* you choose good *SUBSTANTIAL FOOD.*
If you want a *HEALTHY BRAIN* you must choose good *SUBSTANTIAL THOUGHTS.*
Be an *EPICURE.*
If you tempt your appetite with *LUXURIES* it will demand *LUXURIES.*
If you tempt your *BRAIN* with *LUXURIES* it will demand *LUXURIES.*
Don't nourish the *BODY* and neglect the *BRAIN*
Build them *BOTH* up.
Then you will have something to *SELL.*
There is a *BIG MARKET* awaiting you
AND things that seem hard *TODAY* will be easy *TOMORROW.*

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SERVICE EFFICIENCY

By
H. Chadwick, Telegraph Instructor,
Marconi Service School

FROM the different articles which I have read in wireless journals; from the discussions in which I have entered at various times with men in the Marconi field; and from my own observations made while teaching at the Marconi School in New York, I have become more and more convinced that the question of efficiency of service should be thoroughly and comprehensively tackled, if wireless is to maintain its natural rate of progress.

What does efficiency of message service mean? It implies, first, a standardized system with uniformity of method in its application; second, good manipulative men co-operating to secure harmonious running of the internal mechanism of the business.

I am aware that thus far the Marconi organization has been hampered in securing this efficiency; we have had articles urging upon operators the optional use of unofficial codes, written in a strain which tends to make one believe that the rule book is rather to be ignored than observed. The result is chaos. Such instances as sending figure 4, for "Are you busy?" instead of the official QRW are foolish and unwarranted, and I feel confident that it is only necessary to bring these instances to the notice of the operators generally to secure the essential uniformity.

With this in view I write this appeal to the operators, hoping to sufficiently emphasize the need for a more rigid adherence to the official rule book, so that we will all help to standardize the system.

Considering first the manipulative men: Are they real effective units of the Marconi organization—cogwheels of consequence in the great Marconi machine? I am afraid that a considerable percentage of them do not come up to the necessary standard. Correspondence frequently reaches the New York office with specific instances of the shortcomings of operators.

The question of courtesy, for example. To use the words of our General Manager, courtesy means respect, politeness, kindliness, and is synonymous with good breeding. As with the telephone, so with wireless; some people seem to hold the idea that speaking over a distance gives them the privilege of being harsh in their manner and discourteous, but the wise operator knows that he never loses anything by being polite.

Then, a most important point, is indifference to the possibilities offered by ship and land station experience for the development of their capabilities. A large number of our men are content to go along on their past records instead of putting forth every effort in the direction of self-improvement. As a consequence, we find many who have been some time at sea unable to pass even a most elementary test in telegraphy. Instead of performing their duties in a perfunctory manner all operators should be eagerly looking forward to advancement, remembering that many opportunities will present themselves and will be within grasp of the wide-awake operator.

In the disposal of traffic and other communications the good operator is readily recognized by his fellow workers. In sending, correct spacing and formation are always evident. He knows when it is necessary to send fast and when to send slowly. In receiving messages he knows the short-sightedness of the viewpoint which

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imposes a partial boycott on the slow sender—for while speed with accuracy is desired, accuracy before speed is essential. More traffic can be moved in a given time by good steady sending, say about twenty words per minute, than by the speedy sending which is usually erratic. After years of practical experience I still firmly hold the opinion that the old slogan, "Work to get R, and not Rept," should be followed by every operator.

Obviously there are two sides to the transmission of every message, that of the sender and that of the receiver. One necessary part in the equipment of a good receiver is the ability to write with ease, speed, and legibility, yet it is a lamentable fact that 75 per cent. of our staff may be classed as poor in the matter of handwriting. Regular practice is all required to remove this obstacle to efficiency in receiving.

Now as to the strict observance of rules as set forth in the Company's General Order Book. Not alone in the Marconi service, but in all big commercial undertakings where a code of rules is necessary, there seems to be a prevailing notion, hard to understand but nevertheless present, that rules are framed with no object other than the satisfying of some whims of the men on the administrative staff. It needs but a moment's reflection to realize that the vastness of such an undertaking as the Marconi Company's makes essential a uniform code of rules and that those rules should be conscientiously adhered to by the staff.

Reference to a few of the rules which stand prominently in my mind, might be made here with advantage. Take first the matter of clerical duties as set forth in chapter 5, and the importance of which is pointed out in rule 26. Of the abstracts received at New York less than ten per cent. are correctly made up, and although errors are constantly pointed out to the operators at fault, they continue to be received in the same unsatisfactory manner.

Rules 28 and 32 state that all amendments to general orders, alterations in tariffs, entries of all circulars and memoranda, should be kept posted right up to date. How many operators can say that they pay strict attention to these requirements? Clerly it is for the benefit of the operators as well as the Company that these obligations should be met, but cases frequently arise where the operator is unaware of instructions that have been issued relating to the particular ship to which he is assigned.

Attention is repeatedly drawn to the seriousness of superfluous signalling, especially as it concerns unnecessary repeating of words and spelling out figures after having sent them. Repetition of groups of letters and figures is perfectly in order and the rule book has made provision for just such repetitions by requiring that all figures be collated in the abbreviated form at the end of the message. The observance of this rule is all that is necessary to ensure the satisfactory transmission of figures. Before this is possible however, it is imperative that the short figures be mastered, because very few of the men are capable of translating them when used.

When static conditions prevail, Special order No. 33 should be followed in meeting with any emergency that may arise from that source.

Judging by the frequency of errors noticed at New York, the correct word counting of messages appears to present some difficulty to a number of our men. This should not be so, for the Company's instructions are

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explicit and illustrated with numerous examples. A regular stumbling block is the counting of the office of destination. This should always be reckoned as one word; the Marconi ruling, and indeed the International ruling is to this effect. Examples are as follows:

Bretton Woods, New Hampshire, is to be calculated as one word and transmitted, Brettonwoodsnh.

New Canaan, Connecticut, as Newcanaanconn, 1 word.

Staten Island, New York, as Statenislandny, 1 word.

The rule covering the counting of wireless messages is known as the cable count; that is, everything sent is counted and charged for; excepting of course, the preamble. The common practice of allowing the name of the State in parenthesis to go uncounted and uncharged for, is an unjustified contravention of this rule. The cable method of overcoming this difficulty is undoubtedly the best yet devised. The abbreviated name of State is added to the name of the town so as to form one word. The official list of these abbreviations is here set forth with examples as they should be sent.

Alabama.	Ala.	Mobileala.
Alaska.	Alaska.	Sitkaalaska.
Arizona.	Ariz.	Douglasariz.
Arkansas.	Ark.	Littlerockark.
California.	Calif.	Fresnocalif.
Colorado.	Col.	Denvercol.
Connecticut.	Conn.	Bridgeportconn.
Delaware.	Del.	Doverdel.
Dist. of Columbia.	DC.	Washingtondc.
Florida.	Flo.	Jacksonvilleflo.
Georgia.	Ga.	Maconga.
Idaho.	Ida.	Bosieida.
Illinois.	Ill.	Chicagoill.
Indiana.	Ind.	Fortwayneind.
Iowa.	Ia.	Desmoinesia.
Kansas.	Kans.	Topekakans.
Kentucky.	Ky.	Lexingtonky.
Louisiana.	La.	Neworleansla.
Maine.	Me.	Portlandme.
Maryland.	Md.	Baltimoremd.
Massachusetts.	Mass.	Bostonmass.
Michigan.	Mich.	Saginawmich.
Minnesota.	Minn.	StPaulminn.
Mississippi.	Miss.	Jacksonmiss.
Missouri.	Mo.	Stlouismo.
Montana.	Mont.	Buttemont.
Nebraska.	Neb.	Omahaneb.
Nevada.	Nev.	Goldfieldnev.
New Hampshire.	Nh.	Concordnh.
New Jersey.	Nj.	Trentonnj.
New Mexico.	Nmex.	Santafenmex.
New York.	Ny.	Albanyny.
North Carolina.	Nc.	Wilmingtonnc.
North Dakota.	Ndak.	Bismarckndak.
Ohio.	O.	Cincinnatio.
Oklahoma.	Okla.	Tulsaokla.
Oregon.	Ogn.	Portlandogn.
Pennsylvania.	Pa.	Pittsburgpa.
Rhode Island.	Ri.	Providenceri.
South Carolina.	Sc.	Charlestonsc.
South Dakota.	Sdak.	Watertownsdak.
Tennessee.	Tenn.	Nashvilletenn.
Texas.	Tex.	Galvestontex.
Utah.	Ut.	Ogdenut.
Vermont.	Vt.	Burlingtonvt.
Virginia	Va.	Norfolkva.
Washington.	Wash.	Seattlewash

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West Virginia.	Wva.	Wheelingwva.
Wisconsin.	Wis.	Milwaukeewis.
Wyoming.	Wyo.	Cheyennewyo.
	Canadian	Provinces.
Alberta.	Alta.	Calgaryalta.
British Columbia.	Bc.	Vancouverbc.
Manitoba.	Man.	Winnipegman.
New Brunswick.	Nb.	Northumberlandnb
North West Terr	Nwt.	Missionnwt.
Nova Scotia.	Ns.	Halifaxns.
Ontario.	Ont.	Torontoont.
Prince Edward Is.	Pei.	Georgwtownpei.
Quebec.	Que.	Montrealque.
Saskatchewan.	Sask.	Moosejawsask.
Yukon.	Yt.	Dawsonyt.

Up to the present time no regular system of correcting wrong checks has been in use. The matter of correct checking seems to be treated somewhat lightly by operators who should understand the importance of this part of their work. Checks should always be verified when the message is received. Especially in the case of ship stations is this necessary, as failure to do so often causes needless service traffic through the loss of the opportunity to make the correction directly with the station of origin.

In order that some simple system of correcting wrong checks be introduced, it has been decided to use the method known as the "fives" method, an example of which is here given. We will suppose the receiving station has only 17 words against a check 18; he would give the sending station the information as follows: "In nr.... 17 wds, 5....10....15....; giving the fifth, tenth and fifteenth words as received. The correction would be easily and quickly made by the sending station repeating that portion of the message where the word had evidently been missed. In our example we will suppose the fifth word agrees, and the tenth does not. The procedure at the sending station would then be as follows: "In nr.... 10 no, ..." repeating from the fifth to the tenth word inclusive.

In a message of considerable length the "tens" method could be similarly employed, in which case the tenth, twentieth, and thirtieth, etc., words would be quoted.

Relating to requests for repetitions, it is clearly the case that operators are now using their own methods. The Company has adopted as standard the method used by the U. S. Naval Radio Service, which will be found on pages 32 and 33 of "Commercial Traffic Regulations." This should insure uniform working, not only throughout our own service, but also in conjunction with the Government service, with which we are constantly in communication.

Examples of the above mentioned method are here shown.

1. To have a single message repeated:

WSE
..--..
..--..
..--..
KVF
-.-

2. To have one of a series of messages repeated:

WSE
4
..--..
..--..
..--..
KVF
--

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3. In case the last part of a message had been lost, to have repeated all after the last word received:

WSE
Nr (if necessary)
coming
..--..
KVF
- . -

4. In case the first part of a message had been lost, to have repeated all up to the first word received:

WSE
nr (if necessary)
..--..
coming
KVF
- . -

5. To get repetition of one or more lost or doubtful words:

WSE
nr (if necessary)
report
..--..
ships
KVF
- . -

It will be readily seen that the examples cover every form of repetition which may be necessary.

Many of our operators are only made aware of the rule forbidding the transmission of verbal messages, upon being presented with a bill covering some case of their irregular working. Such communication is the cause of much interference to the working of other stations. If the message be of a social nature, the Company has extended to the operators the privilege of sending DH messages. If the message be in reference to traffic, it is proper to send a service.

As to abbreviations: The list of authorized abbreviations adopted by the Radiotelegraphic Convention should be universally observed. Almost every emergency which the operator is likely to meet has been considered, and if any emergency arises which does not appear to have been covered, it is up to the operator to make a suggestion to headquarters rather than introduce some code of his own. It is a fact that there are many unauthorized abbreviations in use, and their employment is to be deprecated.

In the matter of prefixes. Failure to comprehend the true significance of the rules relating to prefixes, is the source of endless trouble and irritation at every receiving station. The chief point in which the operators err is in prefixing relayed messages. It should be borne in mind that prefixes are primarily intended as a guide to the receiving station in the use of the proper blanks, and for this reason it is essential that care be exercised in the transmission of the prefix. As an example, suppose a message from WSE to the Havana, was relayed by the Esperanza as the intermediate station; Seagate would send the message prefixed X, thus indicating to the operator on the Esperanza the character of the message and the requisite form to be used. The Esperanza's operator would then send on the message to the Havana prefixed P, which would in a like manner show that the Havana was the station of destination.

Government messages are prefixed S, the old designation OFM having been abolished, according to the latest Naval Radio Service Regulations.

Service messages, prefixed A, are messages relating to traffic and should always have compactness as their chief characteristic, that is, everything necessary stated in as few words as possible.

Paid service messages, Prefix ST. are messages exchanged between stations at the request of the sender of

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the message to which the service refers. They are sent for various reasons, such as correcting an address, correcting or verifying words, or to cancel a message.

Regarding the foregoing and in fact, prefixes generally, I urge the operators to study that chapter in the General Order Book devoted to the subject.

Other shortcomings of the operators are manifested in the care of the wireless room, apparatus, and stationery. Our patrons are justified in expecting first class service; the General Manager is seeking the cooperation of our men in the maintenance of a high tone of efficiency, and the operators are looked to for the attention to details which such a standard implies.

It is my earnest wish that the staff recognize the necessity for these few comments, remembering that comment and discussion are invaluable as a means of bringing us nearer to the realizing of facts, to realizing the existence of the barriers that lie in our path, and in causing us to reflect as to the most effective method of removing these obstacles. It is hoped the men will be stirred to think, and in this way do some good. It will probably emphasize to a number of operators the need for concentrated energy if they are to become real live wires in the Marconi organization. For there is no disputing the fact that the existence of the causes of inefficiency which have been mentioned, is real.

No large commercial organization can furnish an efficient service to its customers, unless there be uniformity of method that is adjusted and controlled solely by the executives at headquarters. A fault in the smallest cogwell will bring the whole machinery of efficiency to a standstill; therefore the building of a machine that will run true demands the discarding of cogwheels that do not fit.

The mutual interests of the Company and the men can best be served by the operators being found prepared when the wireless world enters into that era of prosperity which is undoubtedly imminent.

EASTERN DIVISION NEWS

The other day, Operators See and Florence of the Morro Castle, and Yuter and Martin of the Esperanza, wishing to get their ships in a style befitting their position in life, decided to do what one temporarily deprived of his private car must resort to—order a taxi. Thus it was that the crowd at Elm Street had the interesting sight of four operators, their lips curling with contempt at the thought of a street car, piling into a machine with their grips and packages. Already it is being whispered that we may soon expect to see a long line of taxicabs drawn up before the curb at Elm Street and a string of chauffeurs standing more or less respectfully at attention, awaiting the descent of the elevator from the eighth floor of the Edison Building.

C. A. Smith, recently graduated from the school, is off to South America. He is junior on the Crofton Hall.

J. F. Forsyth is senior on the Korea of the Atlantic Transport Line. Forsyth is well known to Boston men.

S. W. Young is on the Bantu, making a long voyage to South America. It will be late in summer before he returns.

S. Rudonett has been placed on the Souchan, a newly equipped vessel. The Souchan will start for Russia in a month or two.

H. L. Crandall has resumed duty on the El Oriente.

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O. C. Temple is on the Munwood, a newly-equipped vessel.

F. B. Illingworth is on the Canastota bound for Australia.

A Great Lakes man, C. W. Thomas, has been assigned as junior on the Arapahoe.

J. J. Kaleta is on the Comet.

Frank Rosenquist is on duty on the Henry Williams, a newly-equipped boat.

The Motano, of the Standard Oil fleet, has been equipped. W. J. Meekin wears the telephones.

C. J. Whitney is on the Camaguey.

Walter Oliver is junior on the Mayaro.

C. W. Wizeman, from the school, is junior on the El Rio.

E. T. Darlington, of the Baltimore Division, is attached to the Gargoyle, a vessel which has just been equipped.

Fred Stone, of the New Orleans Division, has been appointed operator on the S. Y. Diana. The Diana has just been equipped with a 1-2 k.w. panel set.

C. S. Rice is first on the El Dia. Rice has made a reputation for himself by his careful abstracting. He is so painstaking in searching out rates and in drawing up his report that were a medal to be offered for the neatest abstract, we believe Rice would stand in the front rank of the worthy.

W. C. Graff is senior on the Saratoga.

Lester Hammond, a new man, is on the Gulfstream.

G. H. Fischer, of the Baltimore Division, is on the Santa Barbara, which has just been equipped.

Lester Brown, a graduate of the school, is on the El Siglo as second.

J. R. Joiner is on the Glenpool, sailing to Mexican and Gulf ports.

W. J. Swett has been transferred to the Calvin Austin.

A. E. Ridley is on the Nacoochee.

M. W. Grinnell is on the North Star.

B. N. Lazarus and E. B. Ross are senior and junior respectively, on the El Cid.

Lee Outten, a Baltimore man, is on the Moreni.

G. P. Hamilton is serving on the Comal.

Carl Orloff is on the Communipaw.

Harold F. Ward has re-joined the Shenango.

H. E. Cohen is attached to the J. L. Luckenbach.

R. J. Kingsley has been assigned to the Dochra, which has just been equipped.

R. Voelker is making a trip to Athens on the Ioannina of the Greek Line.

J. M. Bassett is first on the Huron.

J. A. Quinlan is on the Iroquois as senior.

The Princeton of the Standard Oil Co. of New Jersey has been equipped with Marconi apparatus. J. R. Churchill is operator.

SOUTHERN DIVISION NOTES

Otto E. Curtis, scientist, and senior operator on the Kershaw, has spent months experimenting with detector crystals with a view to making them regain their lost sensitiveness. We take pleasure in setting forth Mr. Curtis' discovery which will, no doubt, be a wonderful help to those using crystal detectors of the carborundum and cerusite variety:

First:—Scrub the crystal with Cuticura soap and hot water, using a tooth brush.

Second:—Wash the crystal in clear cold water.

Third:—Apply a thin film of tooth paste of a good make, then wipe off

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with a clean cloth.

Curtis explains the method as follows: By scrubbing the crystal with soap and water, all particles of dirt and grease are removed. The tooth paste, he explains, lubricates the ions causing them to move more freely, thereby increasing the sensitiveness of the crystal.

Eugene M. Murray, expert troubleman of the Southern Division, purchased a pair of rubber boots to use during his stay at Virginia Beach.

Mrs. M. C. Morris presented Mr. Morris with a bouncing baby boy on February 10th. At last reports, both mother and baby were doing well. We extend our congratulations.

W. J. Phillips, third trick operator at the Miami Beach station, met with an accident about two weeks ago while riding a motorcycle. He has fully recovered and is again on the job.

F. H. Illingworth, recently second trick operator at the Cape Hatteras station, has been assigned the managership of the Jacksonville station, relieving Manager W. P. Kent, who has been assigned to the Virginia Beach station as second trick operator. Kent requested that he be transferred to a station closer to his home, which is in Wallingford, Pa.

L. W. McKee, who has been temporarily assigned to the Virginia Beach station, will be sent to the U. S.S. Pennsylvania as senior operator, during her trial trip, which takes place about the middle of February.

Ernest Postell Hough has been assigned to the Cape Hatteras station, taking the place of F. H. Illingworth. Lookout for the jitney busses, Ernest, also the razor-back hogs.

E. Michael Murray recently rebuilt the Virginia Beach station. Signals from that station are at least 100% stronger at Baltimore. Murray is also installing a 1-2 k.w. panel set on the standard, at Newport News, Va.

W. F. Vogel, of the Borgestad, has been transferred to the Merrimack as senior operator, relieving F. H. Crone.

F. H. Crone has been assigned to the E. L. Doheny, relieving operator Bisgrove, who was assigned to the Merrimack as junior operator, relieving operator C. G. Smith, a new man in the service.

C. G. Smith has been assigned to the Kershaw as junior operator.

Walter Osterloh has been assigned to the Borgestad relieving operator Vogel. Osterloh was relieved on the Suwannee as senior operator, by L. W. Sinclair, recently of the Jacksonville station.

W. S. Wilson recently returned from the trial trip on the U.S.S. Oklahoma, and was assigned to the Nantucket as senior operator.

A Marconi 1-2 k.w. 500 cycle panel set has been put on exhibit at the Safety First Exhibition at Washington, D.C.

GULF DIVISION STAFF CHANGES

The Mascotte is now running on her winter schedule between Port Tampa, Key West and Havana. E. Hymel,. of New Orleans, is senior and F. H. Hill, formerly of the Gov. Cobb, is junior.

D. R. Villareal, of Key West, is doing relief duty aboard the car-ferry H. M. Flagler relieving operator Benson who was called home on account of illness in his family.

Paul Cassels, senior on the Olivette was taken ill while at sea and on arrival at Key West was removed to the Marine Hospital. He resumed duty on Feb. 1. J. A. Velasco, a new man in the service, substituted for Cassells during the latter's illness.

The Pan American of the Texas

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Company was re-equipped with one of our latest type 1-2 K.W., 500 cycle panel sets on January 10. The work was done at Port Arthur by Manager Armstrong.

H. D. Copeland, a Boston man, is operator (both senior and junior) on the Gov. Cobb, now runnning between Key West and Havana during the rush season. The Gov. Cobb will return north on or about March 15.

The tug Senator Bailey, recently purchased by the Gulf Refining Company from The Steel Towing & Wrecking Company of Galveston, was equipped with a new Marconi 2 k.w. 500 cycle panel set at New Orleans on January 30. R. E. Dale is the Marconi man in charge of the KGS.

W. Neely has been assigned to the yacht Wild Duck. The vessel is now in Mexican waters.

A. S. Cresse has been detached from the Miami. O. Reynolds, formerly senior on the City of Tampico is now in charge of the Miami with J. A. Velasco, a new man in the service, as his junior.

GREAT LAKES NOTES

The M. & B. No. 1 slid into an ice jam late last month, breaking a few of her ribs. She is now in dry dock at Cleveland getting ready for the spring campaign. Operator Nicholas says he would sooner be jammed by a street crowd than to wake up with a cake of ice as a berth partner.

Pere Marquette Car Ferry No. 19 went ashore about four miles north of Ludington in a heavy fog January 17. Night Operator Miller at Ludington Station answered her call and immediately notified the Pere Marquette officials regarding the position of the stranded vessel. Pere Marquette Ferries 17 and 18 were both near at hand at the time and offered to go to her assistance, but Captain McIsaac of the No. 19 notified them that, it would not be safe to make the attempt on account of shoal waters and heavy seas. Messages were handled between the vessel and the P. M. offices until 3.00 o'clock in the morning of January 18, when Operator Millgard of the No. 19 notified Ludington Station that the water had reached the boiler room and that his power would last but a few minutes more. Shortly afterward the main steam pipes from the boilers gave way and the wireless was forced out of commission. The ship had no auxiliary power. Operator Millgard nevertheless stuck to the job, receiving such information as could be obtained regarding progress made by the life saving crew sent "blind" by Manager J. E. Clark from the Ludington Station.

On account of the ice and a high sea running it was two days before the crew was able to get ashore. When Millgard showed up at the station he said the ship was almost entirely covered with ice, but that neither the cabins nor wireless set were damaged. The No. 19 is now in dry dock at Manitowoc undergoing repairs.

H. E. Robinson, former night operator at Chicago, has just secured a license and made application for a job. About one year ago Robinson resigned. He said he was through with wireless and had torn up his license so as to be sure he would not work wireless again. That is the way with them—they just can't stay away.

H. W. Walters of the M. & B. No. 2 recently blew into Cleveland in search of new clothes and the rumor he is to become a benedict is growing apace.

A. J. Main, second at Cleveland, has gone to Syracuse to visit. We think John has some attraction there

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other than his uncle, and we know it's not the overcoat he lost just before he left WCX.

SAN FRANCISCO STAFF CHANGES

The steamer Alliance is now operating out of the Southern District, calling at Mexican and Central American ports with San Francisco as headquarters. Operator-in-charge B. C. Springer, who was formerly a member of this Division, is wearing a constant smile which leads us to believe that his return, coupled with the relaxation period off the Mexican and Central American Coasts is all that could be desired. Assistant M. A. Obradovic is on his first visit and seems to appreciate sunny California after experiencing several Alaskan ice treading seasons.

We understand that Benedict H. Linden, recently assigned assistant of the steamer Bear, is in line for congratulations.

The steamer Breakwater, formerly of the Southern Pacific, has been taken over by the Doe Line and is plying between Portland, San Francisco and San Pedro with operators A. P. Stone as first and J. M. Switser, assistant.

J. E. Johnson, first on the steamer Humboldt, was assigned temporarily as assistant of the steamer Congress.

E. D. Perry on sick leave for the past month or so, joined the Celilo as operator-in-charge.

Our worthy station manager, F. W. Shaw has resumed his duties at the Hillcrest Station, after a two months illness.

G. C. Hallet formerly assistant on the steamer Humboldt has been assigned assistant of the steamer Klamath.

J. F. McQuaid and E. M. Sutton were assigned first and assistant of the steamer Peru. The Peru has been on the lay-up list since Sept. 16.

J. A. Stirling of the steamer Persia, now the Japanese Persia Maru, was transferred to the position in charge of the liner Paraiso plying between San Francisco and South America.

L. J. Tappan and W. J. Erich, two old timers are holding down the good ship San Ramon. We now expect a mark set for steam schooner men.

E. T. Jorgensen until recently relieving at the Hillcrest station has been assigned temporarily as assistant on the Wilhelmina.

O. Mock, a member of our construction department, was transferred to the steamer Herrin, Jan. 21.

R. H. Brower was assigned in charge of the new ship Eurana, operating for the Eastern Division.

C. F. Trevatt joined the steamer Bradford during January. This vessel is also operating for the Eastern Division.

SEATTLE STAFF CHANGES

W. Chamberlain, who left the Columbia for a vacation, is being relieved by G. W. Wodbury.

On the City of Seattle, changes have come fast. A. F. Lange, previously of the Humboldt, was assigned to her for a time but later relieved W. J. Manahan of the Juneau, when Manahan departed for Jualin. E. J. Edmonds left the City of Seattle on a vacation, and F. Wilhelin transferred from her to the Spokane.

C. G. Hallet took over Lange's key on the Humboldt.

J. A. Buchanan has returned to duty at Ketchikan. R. F. Harvey who relieved him there, has been transferred to the Spokane.

H. Mac Gowan has the tug Oneonta from J. J. Ritter, resigned.

C. S. Holbein has been assigned to the Paulof.

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OF AMERICA

WOOLWORTH BUILDING

233 BROADWAY, NEW YORK

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Books on Wireless

A list of some of the best books pertaining to the wireless art. We have made arrangements whereby we can supply our readers with any book on wireless published in America at regular published price. We can also import on order any book published abroad. **Send us your orders. They will receive prompt attention.**

	Pub. Price Postpaid	With one Year's WIRELESS AGE
YEAR BOOK OF WIRELESS TELEGRAPHY (1915) pp. 1000. Contains a yearly record of the progress of wireless telegraphy; complete list of ship and shore stations throughout the world, their call letters, wave-lengths, range and hours of service, and articles by the greatest authorities on vital questions	$1.50	$2.25
HOW TO PASS U. S. GOV. WIRELESS EXAMINATION. 118 Actual Questions Answered. 72 pp. E. E. Bucher. The greatest wireless book ever published for amateurs and prospective wireless operators	.50	1.75
LIST OF RADIO STATIONS OF THE WORLD. 220 pp. Compiled by F. A. Hart, Chief Inspector of Marconi Wireless Telegraph Company of Am., and H. M. Short, Resident Inspector U. S. A. Marconi International Marine Com. Co. The only complete authoritative call list published	.50	1.75
HAND BOOK OF TECHNICAL INSTRUCTIONS FOR WIRELESS TELEGRAPHISTS, pp. 295, Hawkhead, J. S. Covering principally the practice of the Marconi Co. abroad and elementary explanation of the underlying principles	1.50	2.50
TEXT BOOK ON WIRELESS TELEGRAPHY, pp. 352. Stanley, R. A. text book covering the elements of electricity and magnetism, with details of the very latest practice in wireless telegraphy in European countries—recommended to all workers in the art of radio telegraphy	2.25	3.25
PRACTICAL USES OF THE WAVEMETER IN WIRELESS TELEGRAPHY. Mauborgne, J. O. Originally compiled for the Officers of the U. S. Signal Corps; comprises an explanation of the use of the wavemeter, the most complete publication on the subject so far produced	1.00	2.25
EXPERIMENTS. New, pp. 256. Edelman, Philip E. Practical, up-to-date information for building simple, efficient apparatus at small cost for conducting tests and experiments for establishing a laboratory..	1.50	2.50
HOW TO MAKE A TRANSFORMER FOR LOW PRESSURES, pamphlet. Austin, Prof. F. E. For Amateurs, showing how to construct a Transformer with an efficiency of 85% to 90%	.25	1.60
HIGH PRESSURE TRANSFORMERS, pamphlet. Austin, Prof. F. E. Directions for designing, making and operating High Pressure Transformers, with numerous illustrations of actual apparatus	50	1.85
LESSONS IN PRACTICAL ELECTRICITY, pp. 507. Swoope, Walton C. Published by the Spring Garden Institute for use in its evening classes in practical electricity. It is one of the most popular works on practical electricity covering as it does principles, experiments and arithmetical problems.—401 illustrations	2.00	3.00
THE WIRELESS TELEGRAPHISTS' POCKETBOOK OF NOTES, FORMULAE AND CALCULATIONS, pp. 347, Dr. J. A. Fleming. Bound in full flexible, rich blue leather, stamped in gold, with round corners and gold edges. A book of practical working formulae and calculations for the student of radio telegraphy. Bound to be considered an indispensable part of the working equipment of every wireless student	1.50	2.50
WIRELESS TELEGRAPHY, pp. 443, 461 illustrations, by Dr. J. Zenneck. Translated from the German. The work is the most scientific and thorough that has appeared on this subject. It covers all phases from physical principles to finished commercial apparatus	4.00	5.00
PROCEEDINGS OF THE INSTITUTE OF RADIO ENGINEERS, edited by Dr. Alfred N. Goldsmith. Nos. 3 and 4—1913; Nos. 1, 2 3, 4,—1914, and Nos 2 and 4 for 1915 sold singly at $1.00 each. Volumes II (1914) and (1915) Bound in Buckram, $5.00 each	6.00	7.00

Send Orders to **The Marconi Publishing Corporation,** **450 4th AVENUE, NEW YORK, N. Y.**

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MARCONI SERVICE NEWS

Vol. 1. No. 4. April, 1916

Published at 233 B'way, New York. Edited by J. Andrew White.

GOOD NEWS!

In this issue of your paper is an announcement of such vital importance that, when it was received at the eleventh hour, the entire edition was stopped on the press and the forms made over so the columns should contain it. Turn to the last page—details are given there of the most splendid act a corporation could conceive for its employees.

This announcement(the General Manager's letter, a copy of which will soon reach you in person) will be universally received with deep and lasting appreciation throughout the Service. In no more thoughtful manner could an arrangement have been made to "acknowledge the high order of intelligent and zealous service" which it rewards.

As living is a serious problem, so is its inevitable conclusion—death. Those among us who have dear ones dependent upon our efforts—practically all of us, that is—are accustomed to giving a measure of very serious consideration to the distress which so often falls upon those deprived of the support of the wage earner. We have thought a great deal about life insurance, for, true to the Marconi Tradition that **MARCONI MEN NEVER FAIL,** we have recognized our obligation—and met it as best we could.

Now, our Company will meet it for us. Created for and continuing its existence of service to humanity, the Marconi Wireless Telegraph Company of America has taken an epochal step in our behalf. And the heroic sacrifices which Marconi men have made in faithful discharge of duty, already written into the record of Company achievement, by this act have been monumented with a lasting testimonial more beautiful in spirit than could have been conceived in the rarest marble.

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Advice on Abstracting

Conducted by *C. F. Krauter*

Operators are cordially invited to direct questions to this department, which is designed to clear up all points pertaining to the making up of abstracts.
Questions on technical matters will not be answered.
The Operator's name and division must accompany each inquiry, but will not be printed.

F. C. McA. writes:

How should a ship-to-ship "PDH", to be mailed upon arrival in port, exchanged between vessels equipped with American Marconi, be abstracted by the receiving ship?

Ans.—Received side of form No. 7, debit column 10, "American Marconi Ship Station" five cents, credit column 21 five cents heading the same to read "Registration."

B.M.D. Jr., writes:

Please explain how I am to distinguish between the prefixes "MSG" and "A?"

Ans.—"Book of General Orders," regulation 40, page 21, paragraph 1 states:

"On no account is information of any kind to be passed from one station to another except by 'service message' when relating to the telegraph business or by 'MSG' when relating to ships business."

S.F.E. writes:

Does William Eddie operate the S.S. Cetriana?

Ans.—No; the Canadian Company on behalf of the International Company.

G.G. writes:

How shall I treat the S.S. Stockholm (S.G.L.)?

Ans.—Belgian Company. It is the S.S. Potsdam renamed.

N.J.F. writes:

Do we still operate the following ships on behalf of the Belgian Company? Nickerie, Commewijne, Noruega.

Ans.—No; Belgian Company outright.

H.S.H. writes:

When a ship acts as coast station does it change the receiving charge?

Ans.—The established ship tax applied to any one vessel shall not change when said ship acts in the capacity of coast station by delivering ashore messages sent through said ship.

H.H.G. requests that the following notice be printed.

Cancelled and non-transmitted messages should be abstracted in every instance and notation made in the "Remarks" column.

Eddie writes:

What rate per word is applicable to ships operated by the Belgian Company flying the Spanish flag?

Ans.—Six cents.

Geo. W. writes:

How should a paid relay message sent the last radio station be prefixed?

Ans.—"P."

E.M.W. writes:

How is war tax applied to "R.P." messages?

Ans.—When originating on shore

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credit two cents to "War Tax" on the coast station abstract (a cent for each message). When originating on shipboard no tax is applied, war tax should never be shown on a ship abstract whether on an "R.P." or "P" message.

H.K. writes:—Should the signature as well as the office of origin appear in Col. 3, on the received side of Form No. 7?

Ans.—No. That column only to be used for the name of city in which the message originates.

R.M.B. writes:—How should I treat the S.S. Mexicano?

Ans.—It depends. There are two vessels named "Mexicano." The (LDH) is operated by the Belgian Company and the (KGM) by the American Company.

G.H. writes:—Who operates the U. S.S. Ulysses?

Ans.—Panama Railroad Company.

L.N.J. writes:—I would like to be informed if a ship has the privilege of cancelling a message which has been held up by the censor.

Ans.—No. It is not the fault of the radio service that a message is censored, a party is not on shipboard, a wrong address is given, etc.

E.P.O. writes:—Who operates the New Orleans (WNU) station?

Ans.—New Orleans (WNU), Burrwood (WBW) and United Fruit ships are operated by the Tropical Radio Telegraph Company while all other United Fruit coast stations are operated by the United Fruit Company.

R.C. writes:—Has the Olson and Mahony Steamship Company sold the S.S. Carlos?

Ans.—Yes, to the Donovan Steamship Company, Aberdeen, on December 13, 1915, so all charges from that date should be billed to them.

M.L. writes:—Does the S.S. Bermudian apply a minimum ship tax?

Ans.—No.

D.J.C. writes:—Kindly let me know how entries should appear on a ship abstract for a thirty word "Ocean Letter" exchanged with one of our ships, accepted and received.

Ans.—Accepted: Show a debit of $1.32 in Col. 7, crediting Col. 12 with 60 c. and Col. 13 with 72 c. Received: Show a debit of 72c. in Col. 10, Credit Col. 19 with 60c. and Col. 21 with 12c. heading the same to read "Registration."

B.E.H. writes:—Does the apparatus on the S.S. Makura belong to the Marconi International Marine Communication Company, Ltd.?

Ans.—No. The "Amalgamated" Company.

L.S.B. writes:—Please advise me if the S.S. Great City is operated by the Great City Steamship Company?

Ans.—No. Operated by the International Company.

E.M.T. writes:—How should a ship station report show credit on a paid message sent to a United States battleship?

Ans.—Show the established ship tax in "This station's proportion," and four cents a word, ten word minimum, in column 18, heading the same to read "Navy Department."

FRANK NO. 1981 LOST

T. M. Stevens, Superintendent of our Southern Division, writes that he lost his pocket-book a few days ago in Philadelphia and with it a sum of money and his Marconi frank No. 1981. All operators are requested to be on the look out for frank No. 1981 and to take it up and forward it to the Traffic Manager if it is presented.

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BRASS TACKS, *DRIVEN BY C. J. ROSS*

A PUZZLING PARODY

News Note: President of the Interborough Receives $125,000 Bonus for Services.

Tim Sullivan earns six hundred a year from his knowledge of Wireless Art,
Shooing the static away from his ship and regist'ring calls on a chart;
And he wonders why he should pound a key, for fifteen hours a day,
While a lawyer's fee from the I. R. T. is double the whole crew's pay.
"Gee whizz!" he sighs, as he rubs his eyes and wrinkles his brow in a furrow,
"I'd give the whole ship and the wireless equip' for a job with the Interborough."

Marty McHale just out of Yale, where he studied the Wireless Craft,
Donned a suit of blue (as all op's do) tho' it caused his set to laugh.
For ten years he slaved and the lives he saved were heralded through the nation,
A hero was he, but disgruntled you'll see, as he sat in his wireless station
"They praise us guys up to the skies, but never a sou they'll loan us,
"They'd give me the hoot and a swift kick to boot if I asked for a little bonus."

There's Patrick McCann and Tom, Dick and Dan, all trying to earn their way,
But never a red can they get ahead from their little stipend of pay.
With labor and strife they pass their life, like slaves at a galley's oar,
While a financier in a good fat year piles up a million or more.
For man may gain international fame by inventing a Sound Wave Detector,
But in coin, poor he, is not one-two-three with an Interborough Director.

And so in their wondering blundering way, as the hurrying years flit by,
The Sons of Toil watch the Sons of Spoil with a shrewd and envious eye . . .
But its better to trudge one's way through life than ride in a big limousine
If the conscience is clear and there is no fear of not being loyal and clean.
So if Tim and Marty, Pat and Tom, Dick and Dan, do their best in their Marconi station
They can go, to that Home where alibies are unknown, and pass the Investigation.

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AWARDS FOR SUGGESTIONS

At a meeting of the Suggestions Committee it was decided to publish the names of the members of our staff who have submitted letters of suggestion which have been considered of sufficient value to adopt.

P. B. Collison, Inspector, N. Y.

Re: Installation of a contact on second arm of starter, on ½-KW panel sets, to make them more foolproof. Prize: $5.00 in gold.

P. B. Collison, Inspector, N. Y.

Re: Improvement in connections for Bradfield insulators. Prize: $2.50 in gold.

J. W. B. Foley, Marconi Station, Port Arthur, Texas.

Re: Standard form of message to be used by commanders, to avoid interference and to save time in transmission. Prize: $2.50 in gold.

Miss Ruth Cohen, Head Office, N. Y.

Re: The use of different colored tissues to distinguish, at a glance, between debit and credit notes. Prize: $2.50 in gold.

E. D. Stevens, Foreman of Construction, San Francisco, Cal.

Re: Maintenance, repair and inspection of our ship stations. This letter contained suggestions by which inspectors and construction superintendents could keep in closer touch with the performance of equipments at sea. Prize: one year's subscription to The Wireless Age.

M. C. Morris, Constructor, Philadelphia, Pa.

Re: To include a telephone block connector with each new equipment. Prize: one year's subscription to The Wireless Age.

Miss M. Steers, Head Office, N. Y.

Re:Method for filing mimeograph stencils. Accepted and highly commended, but no prize awarded.

Miss H. Pleines, Head Office, N. Y.

Re: Method to take care of correspondence in connection with dictaphone records. Accepted and highly commended, but no prize awarded.

"NO RAIL OR WIRE COMMUNICATION WITH THE MAINLAND"

The following letter has been received by C. D. Campbell, Manager of the Galveston station, written over the signature of Agent McKenzie of the Southern Pacific Company.

"It has been my intention for some time to convey to you, on behalf of the Southern Pacific Company, our sincere appreciation of the continuous efforts made by you after the storm of August 16th-17th, 1915, to establish and maintain wireless communication, and for your valued assistance in other ways rendered immediately after the storm. I would mention specifically your valuable assistance in receiving and transmitting for us, wireless messages via U.S.S. Buford, after your own station was totally destroyed, at which time of course there was no rail or wire communication with the mainland.

"I also know it to be a fact that your efforts were untiring in securing necessary material and re-establishing the local Marconi station at the earliest possible moment.

"I would add further that I am confident from my own observation there was absolutely nothing left undone by yourself or your employees to assist as much as possible in handling the local situation after the storm —this, as regards services rendered other than to this Company.

"For all the above I am glad to tender you both personally and in behalf of the Company, our appreciation for services rendered."

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THE ADJUSTMENT OF THE 2-K.W. 500-CYCLE PANEL TRANSMITTING SET

By
E. E. Bucher, Instructing Engineer.

SOME operators in the marine service do not seem to realize the importance of keeping the spark note of the 2 k.w., 500 cycle set clear and free from irregularities. It would be well for such employees to bear in mind that the range of these sets depends upon the pitch of the spark note as well as upon the value of current flowing in the antenna circuit. This is accounted for by the fact that the telephone receivers are more sensitive to the higher range of spark frequencies than to those of a lower pitch. All other conditions remaining equal, the pitch of the note depends upon the voltage of the generator and in the average installation the clearness of tone can be observed and regulated by listening in on the head telephones of the receiving apparatus and simultaneously altering the position of the sliding contact on the generator field rheostat until a bell-like tone, absolutely free from variation, is obtained.

The clearness of tone also depends upon conditions of resonance between the spark gap circuit and the antenna circuit; in other words, if the set is tuned to resonance with a clear spark note and if afterwards the circuits are partly thrown out of resonance, the pure character of the note will be destroyed. These instructions apply when the transmitting set is operated at lower values of power; if the number of gaps in use are less than required for normal power rating, careful regulation should again be made of the the generator voltage until the note is clear and free from impurities. From an operating standpoint the adjustment of the voltage of the generator is more important than the frequency for, if the ship's source of current supply is maintained at a pressure of 110 volts, a frequency of 500 cycles is obtained by placing the sliding contacts on the motor field rheostat near to the middle position; and, unless there is great variation in the ship's voltage, it should remain at this point.

When the rotary spark discharger is being adjusted to synchronism, open the generator field switch and close the contacts of the sending key. With the left hand on the generator field switch use the right hand for adjusting the position of the drum carrying the stationary electrodes. If violent discharges take place across the safety gap of the transformer it is an indication that the stationary electrodes are not in their correct position. At this point the fact that a very small spark gap must exist between the moving and stationary electrodes should be taken seriously into account. This adjustment is effected by stopping the motor generator and lowering each stationary electrode until it is in contact with the movable electrodes. Each should then be raised a fraction of an inch until they just miss the studs on the disc. With a minimum spark gap the condensers are not subjected to an abnormal strain and in addition the note is considerably clearer than that obtained with a long discharge gap. The rotary gap should be adjusted to resonance with medium values of voltage at the generator terminals.

Other rules to be observed follow:

Adjust the overload relay of the automatic starter to open the circuits when current in excess of thirty-five amperes is drawn.

Adjust the plunger of the auto-

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matic starter to attain the full running position in from twelve to fifteen seconds.

Give frequent attention to the switch blades of the wave-length changing switch to insure good contact with the studs.

Do not forget to draw the primary winding of the oscillation away from the secondary winding when the rotary disc discharger is in use.

If the small resistance coil wound on a square piece of slate, located immediately behind the automatic starter and connected in series with the solenoid winding of the starter, burns out, one or two sixteen-candle power lamps connected in series will serve as a substitute. This resistance coil is split in the center and a portion of it connected in series with the "holding" magnet of the overload relay.

If the aerial ammeter indicates a sudden drop in amperes first adjust the aerial tuning inductance to ascertain if a slight addition or subtraction of inductance at that point will not increase the value of antenna current. If the antenna current does not increase (with normal A.C. voltage) it is probable that one or several of the plates in the quenched spark discharger are short-circuited. The condition of the gap can be tested by means of the small spark gap tester furnished with the set. If two plates of the gap are bridged and a good snappy spark takes place at the edge, it is an indication that the plate is in first class condition. If, however, no spark appears, the gap is short circuited.

Do not take the gap apart if but one or two plates are short circuited. Clear up the note and operate the set at lower values of primary power. If plates in excess of this number are short circuited dismantle the gap and substitute the rotary discharger dur-

In the Day's Work—Main Deck and Bridge of M & B Car Ferry No. 1 on January 30th

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LOOKING INTO THE PAST AND PRESENT WITH CHATHAM'S ENGINEER-IN-CHARGE

Samuel Campbell

There are several reasons why the autobiography of Samuel Campbell engineer-in-charge at the Chatham station, holds interest, principal among them being the fact that it tells of the development of a man in his work and also of the expansion of the Company.

To use Campbell's own words: "During my early at the South Wellfleet station (in 1906) the number of operators in the service was not so large but that I knew every one. It is surprising, too, to note the difference in the apparatus of that period and that employed at present. A comparison of the size of the stations of to-day with those of the earlier time shows very plainly the advance which has been made.

Campbell was born in England in March, 1882. He came to this country in June, 1906, and obtained employment with the Marconi Company in October of the same year as an engineer at the South Wellfleet station. He was transferred four years afterwards to the Marconi shops in Cliff Street, New York, but in 1912 he was again detailed at South Wellfleet. Here he remained until April, 1915, when he was transferred to Chatham.

ON A DISABLED LINER

By Charles F. Trevatt

Chief Operator, S.S. Minnesota

FOR the second time within a period of less than tweleve months, it has been left to me to demonstrate and report on the excellent service given to the Great Northern Steamship Company by the Marconi equipment on board their steamer Minnesota, the largest ship flying the American flag. In calling for aid, it has twice been the means of saving the largest cargo carried by a single ship, for in both instances she was loaded to her utmost capacity, 28,000 tons.

We started from Seattle on Sunday, November 14, for the long journey to England via the Horn; and, except for a tube or two blowing out, everything went well until we had passed San Francisco, when we began to slacken speed quite considerably, even stopping at times, while our working current occasionally dropped to forty volts. I had sent a service message to San Francisco before this to prepare for code messages to be sent, but the captain had given me to understand that as soon as we got out of range of San Francisco these would cease. However, after being in touch with East San Pedro for a day or two, and having received practically a farewell message from C. W. Wiley, the Marine Superintendent, we picked up a long code message which made the captain look very serious. He asked if any messages had been sent, other than the ones he knew about. Of course we told him that he had censored everything, at which he seemed relieved.

After this, we were continually stopping and the power in the wireless room got worse and worse until November 26, when the Chief Engin-

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eer reported that owing to boiler conditions, the vessel could no longer continue the voyage to England. On November 27, at 9:35 A.M., the ship was headed back for San Francisco. Of course all this time we were in communication with San Pedro, but being all code messages I did not then know the exact kind of aid we were asking, and at times it was a hard job to get anything through on the low power, but thanks to the half k.w. set aboard, which I have on the ship's power, as well as on the batteries, I managed to the satisfaction of all concerned.

At 8:00 A.M., on December 7, the salvage wrecker Iaqua, also equipped with Marconi apparatus, accompanied by the tug Dauntless, arrived to tow us into San Francisco, and on December 10, at 1:30 P.M., the tug Sea Rover, arrived to assist. Everything went well until off Santa Cruz at midnight on the 13th, we encountered a severe southeast gale and the ponderous ship got out of control. Some more tubes blew out, and the current went so low that the electric steering gear became useless. We swung round, carried the tugs like so many corks, and lay helpless until daylight. I may state here that, although disabled, we still found use for the small set in relaying business for other boats.

At 6:50 A.M. it was found that the ship was in a serious predicament; the weather showed no signs of moderating, the tugs were helpless, and we were drifting towards shore. The Captain gave me a message to be sent to shore if he did not cancel it by 7:00 A.M. At 6.55 A.M., I gave KPH a call, asking him to stand by, and he said OK. At 7:00 o'clock, I sent the message to say that we were absolutely helpless.

By midday we managed to get somewhat straightened out, and proceeded to the lightship, where we arrived on the evening of the 13th. The next day other tugs took us in tow till we reached San Francisco Bay, where we dropped anchor at 6:00 P. M., on December 14.

In conclusion, I wish to state that Marine Superintendent C. W. Wiley and the captain, keenly appreciated the service rendered, especially by the operators at KPH and KPJ. In the face of bad interference and static, they successfully handled the great numbers of code messages we had to forward. It speaks well for this service, that out of all that number, only one message had a mistake—three words, later traced to the land line. From the way he spoke of the good service rendered I think that this Company will receive a letter from the Captain.

OBITUARY

Edward L. Young

Edward L. Young, for eight years a Director of the Marconi Wireless Telegraph Company of America, died at his home in West Thirty-eighth Street, New York, on March 16. He was born in New York in 1855, graduated from Columbia as an engineer, and entered business as the representative of Fraser, Chalmers & Co., of Chicago. For the last twenty years Mr. Young was the resident partner of the firm of Takata & Co. He was a member of the Engineers Club, Nippon Club, Columbia Yacht Club and the Belport Yacht Club at Belport, L. I., his summer home. A widow and two children survive him.

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Loyalty

If you work for a man, in Heaven's name, work for him. If he pays you wages that supply your bread and butter, work for him, speak well of him, stand by him and stand by the institution he represents. If put to a pinch, an ounce of loyalty is worth a pound of cleverness. If you must vilify, condemn and eternally disparage, why, resign your position, and when you are outside, damn to your heart's content. But as long as you are part of the institution, do not condemn it. If you do, you are loosening the tendrils that hold you to the institution, and the first high wind that comes along you will be uprooted and blown away, and probably you will never know why.— Elbert Hubbard.

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EASTERN DIVISION NOTES

W. R. Rosenzweig has been assigned to the Monterey as junior. Rosie was musician-in-chief and leading singer of our "Waiting Room Octette", and since he has been sent out the remaining seven members have been forced to disband. Rosie's harmonica is missed.

W. F. Vogel is the operator on the Artisan, a new equipment. Vogel is from the Southern Division.

J. A. Daggett, well known to old Marconi men, was recently assigned to the Tamesi at New Orleans.

T. A. Tierney has been transferred from the New York to the Finland.

C. W. Thomas has relieved L. D. Payne as junior on the Kroonland. Payne takes Thomas's place on the Arapahoe.

J. A. Jackson has returned from a trip around the world on the City of Hankow. His next assignment will be the Yaguez, re-equipped, which is to go to European ports.

F. Velten is operator on the Paloma. This ship has just been equipped; she runs from Mobile to Cuban ports.

R. Raggie is senior on the El Sol.

E. B. Hayward is proud of his new assignment, the Texas, which has just been launched. Hayward's first and only assignment since he entered the service a year and a half ago, was the Illinois. He was attached to that ship until the Texas was commissioned, when he applied for a transfer to her.

D. L. Eastman is on the Camden.

J. R. Decker is on the City of Atlanta as junior.

C. C. Langevin is on the Amazonia, which has just been equipped. The Amazonia is bound south, we believe, on a long trip and the Static Room crowd expects to hear some thrilling tales when she returns.

W. M. Chatfield is on the Platuria,, bound for Sweden.

J. R. Joiner is on the Glenpool, running to Mexican ports.

Harold Mack is on the W. B. Keene.

Frank Mayer of the Jefferson is wishing the war would come to a speedy end. Mayer has an inheritance in Germany coming to him but prudently defers claiming it until the war is over.

P. L. Wostear has resigned from the service to enter the British navy.

Sam Schneider is senior on the Evangeline. Schneider is working nightly to increase the O. W. N. sales; he's after that first prize in the monthly contest.

M. P. Beckvold is on the Illinois. Wonder if he will stay there as long as Hayward did.

A. J. Costigan has been assigned to the Floridan, a newly-equipped ship. The Floridan will be away a long time.

D. Cawman has rejoined the El Dia.

SOUTHERN DIVISION NOTES

A letter has been received at our Miami station, from Operator C. W. Sturz of the Sarnia, saying that he copied press from the Miami station, every night from New York to several hundred miles east of the Azores Islands. The greatest distance was about 3,500 miles.

While walking to his ship about a month ago, Horatio Joseph Sacker was followed by a bull "purp". Sacker, being a big hearted fellow and not wishing to see the poor dog suffer, took him aboard the Standard. Some of the crew named the dog, "Sparks", after its master. A day or two later Horatio inquired of the Skipper if it was in order for him to keep his dog aboard, or if it would be necessary

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for him to take it home. The captain's reply was, "Your dog! Where'd'y get that stuff? That's my dog."

Who were the two gentlemen who were walking up and down Washington Ave., in Newport News for about two hours, both dressed in full American Marconi uniform, on the night of March 7th? The only ship in port was a New York vessel in the shipyard.

It has been whispered that Horace Guy Hopper of the Gloucester, is contemplating opening a dancing school in Boston or Baltimore. Black, his junior operator, tells us that Horace's practicing has worn a path on the deck of the Gloucester, from the wireless room to the after deck.

Constructors Murray and Wyble recently equipped the Charles Pratt of the Standard Oil Co., of New Jersey, with a 2 K.W., panel set. Murray is also re-equipping the Princess Anne of the Old Dominion line with a similar set.

W. F. Vogel has been transferred from the Suwannee to the Artisen of the American Hawaiian S. S. Company. He was relieved on the Suwannee by L. W. Sinclair.

J. F. Larrimore of the Nantucket, has left the Marconi service and gone into the school business with J. F. Buck, a former Marconi operator.

G. G. Adams has been transferred from the Dorchester to the Nantucket as junior operator. He was relieved by L. R. Robinson, a new man in the service.

H. L. Sacker has been transferred from the Dorchester to the Standard, at Newport News, Va. He was relieved on the Dorchester by W. S. Wilson.

W. S. Wilson, of the Dorchester, is in a hospital, in Baltimore, undergoing a slight operation. He was relieved by K. W. Orcutt, as senior operator.

A. T. Doehler, of the Kershaw, has resigned from the Marconi service. C. G. Smith, a new man, was assigned to the Kershaw.

F. A. Savage was relieved on the Powhatan by Clement Murphy. Savage was assigned to the Toledo at Philadelphia, relieving A. Tomasso.

S. Taylor, of the Cretan, resigned from the service and was relieved by J. F. Onens, recently of the Kershaw.

H. L. Michaels was recently transferred from the Quantico to the Goldshell. The vacancy on the Quantico was filled by A. Tomasso of the Toledo.

P. Fretz was relieved on the Grecian by J. J. Huddy, a new man in the service. Fretz was assigned to the Delaware Sun.

SPARKS FROM THE GULF STATIONS

J. A. Burch, formerly of the Trinidadian has been assigned to the Topila, relieving operator Ray Free, who has joined the "back to the farm" movement.

C. L. House has been detached from the Galveston station and assigned to ship duty on account of a reduction of the operating staff. He was ordered to New Orleans for assignment, but while telling the "Spud House Princess" good-bye, his train departed and—House is still at Galveston.

"Bunk" Campbell, formerly in the Marconi service, is now pounding the mill for his Old Man.

Superintendent J. A. Pohl has returned from a ten day trip of inspection to Port Arthur and Galveston.

A certain operator on the Morgan Line, running into Galveston, is spending all of his time in port across the street from the Marconi station. What's the attraction?

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D. B. Oliver is operator on the new steamer Nevada. This boat was recently equipped with Marconi apparatus.

Operator Frank Weide, formerly of the Arizona, is visiting relatives in Chicago.

The stork recently added another operator to the Joynes family, of Frankfort, Mich. Mr. Joynes is manager of the Frankfort station.

"Bob" Haynes, the old reliable night operator at Galveston is still burning up gasoline with his twin Indian on the Beach. He is, apparently, not worried over the high price of gasoline.

W. M. Hammond has been assigned to the Charles E. Harwood, relieving W. E. Neuman who was transferred to the Norman Bridge to relieve E. Du Treil, called to his home in New Orleans.

A certain operator around Galveston is receiving congratulations from the bunch on his approaching marriage. Guess who?

J. H. Uhalt, a New Orleans product and a new man in the service has been assigned to the Alabama of the Texas Company at Port Arthur, relieving operator Chapman who was called to his home on account of death in his family.

No, Beasley, I. G. B. can't become a member of the I. R. E. It's a girl.

GREAT LAKES CHANGES

Operator John McDonald is on the Arizona.

W. H. Biesemeyer is back at the Manitowoc station.

Operator E. L. Nelson, manager of the Calumet, Mich., station, is on the Car Ferry Ann Arbor No. 4 while Calumet station is closed for the winter.

SAN FRANCISCO STAFF CHANGES

M. H. Mears was assigned to the steam schooner Adeline Smith on Feb. 21.

W. P. Biambruno and L. Fassett were assigned first and assistant respectively to the Alliance on Feb. 15.

The steam schooner Aroline, of the Independent Steamship Line, was sold recently to the Alaska Steamship Company for the Seattle-Alaskan trade.

H. W. Underwood was assigned on March 3 as assistant on the steamer Breakwater.

F. Wiese and E. L. Reimers were assigned first and assistant respectively to the S. S. City of Topeka on March 7.

L. A. Lovejoy is now in charge of the steamer Congress. Lovejoy had an enforced lay over at San Francisco, due to illness.

The Pacific coast steamer City of Puebla is now making a chartered voyage from San Francisco to the Orient with operator E. J. Edmonds in charge.

Geo. E. Chamberlain was temporarily assigned to relief duty at East San Pedro and on the Cabrillo from Feb. 20 to 22.

M. Walden, formerly in charge of the Capt. A. F. Lucas, was transferred to assistant of the Great Northern on March 6. relieving J. M. Flottman, transferred to the Honolulu office of the High Power chain.

G. C. Hallett and W. Chamberlain were assigned as first and assistant to the Humboldt on March 6. The Humboldt has been undergoing repairs at San Francisco prior to entering the Seattle Alaskan summer season.

J. Parachini was assigned assistant on Klamath, Feb. 21.

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K. D. Noble was assigned to the new equipment placed on the Manila sailing on March 3 for Singapore.

J. W. Russell and G. Walters have been assigned first and assistant, on the Nann Smith. This vessel is scheduled to sail for the Orient.

A. S. Mackenzie was assigned to the Pacific Mail steamer Pennsylvania, bound for the Orient.

M. A. Obradovic joined the Queen as assistant on Feb. 18.

A. Dezardo was transferred to assistant on the San Jose, on Feb. 28.

C. E. Goodwin and W. Burnett are acting first and assistant on the Yosemite.

B. C. Springer has been assigned to the Florence Luckenbach of the Eastern Division.

SEATTLE STAFF CHANGES

E. J. Edmonds is now on the City of Puebla.

R. V. Harris, of the Seattle office, is now acting as operator and purser of the Despatch.

A. E. Wolfe, of the Seattle station, has been transferred to the San Pedro station.,

J. E. Johnson, of the Congress, is now third trick operator in the Seattle station.

W. Chamberlain has been assigned to the Congress.

J. N. MacGoean has been assigned to the Ravalli.

BOLINAS HIGH POWER STATION SOCIETY NOTES.

What of the happenings in our large cytie Bolinasmarconi? Well, the weather has been frightful. Travel by Fordmobile has been well nigh impossible. Each time the Boulevard Freckle left the station for a trip to town three or four of our huskies, armed with rubber boots and sticks, went along to lift our chariot out of any mud holes she might fall into.

Rain and wind and mud and darkness hold no tremors for some of our boys, however.

One of our young engineers braves 'em all to pay homage to his lady fair o'er the hills and two miles away. When the good weather makes the roads motorcycleable we may expect to hear the purr of an Indian twin engine and see a cloud of dust as Howard speeds toward Bolinas or—

Well you can imagine.

Harvey admits he is in love, an admission quite unnecessary as each Sunday, dolled up in his best bib and tucker, he runs Bolinaswards.

Verdi Davidson is another victim You can see the love light shine in his eyes as he dreams of the Farm and that Girl some seven miles away.

McAvoy says he goes to Bolinas to get the "mail," but rumor has it that he is more interested in the female of endearing young charms.

Klem seems to be worrying over something and no one would be a bit surprised but what it is the fair lady of the beautiful Paradise Isles he loves to talk about.

Poor Campbell—he's married now; and his worries are over. Cam smokes stogies these days; and likes 'em with blasting fuses imbedded in 'em too.

Certain people are wondering whether the girl in the green riding habit who was saved from a terrible death (?) has not won our Phil's heart.

On Saturday, March 4, our hotel was the scene of a little dance, given by Mrs. Isbell before she left for a stay in San Fran. After the dance supper was served in her cottage and we were entertained there until well past the midnight hour. Everyone had a fine time.

Aloha mii oe.

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Books on Wireless

A list of some of the best books pertaining to the wireless art. We have made arrangements whereby we can supply our readers with any book on wireless published in America at regular published price. We can also import on order any book published abroad. **Send us your orders. They will receive prompt attention.**

	Pub. Price Postpaid	With one Year's WIRELESS AGE
YEAR BOOK OF WIRELESS TELEGRAPHY (1915) pp. 1000. Contains a yearly record of the progress of wireless telegraphy; complete list of ship and shore stations throughout the world, their call letters, wave-lengths, range and hours of service, and articles by the greatest authorities on vital questions	$1.50	$2.25
HOW TO PASS U. S. GOV. WIRELESS EXAMINATION. 118 Actual Questions Answered. 72 pp. E. E. Bucher. The greatest wireless book ever published for amateurs and prospective wireless operators	.50	1.75
LIST OF RADIO STATIONS OF THE WORLD. 220 pp. Compiled by F. A. Hart, Chief Inspector of Marconi Wireless Telegraph Company of Am., and H. M. Short, Resident Inspector U. S. A. Marconi International Marine Com. Co. The only complete authoritative call list published	.50	1.75
HAND BOOK OF TECHNICAL INSTRUCTIONS FOR WIRELESS TELEGRAPHISTS, pp. 295, Hawkhead, J. S. Covering principally the practice of the Marconi Co. abroad and elementary explanation of the underlying principles	1.50	2.50
TEXT BOOK ON WIRELESS TELEGRAPHY, pp. 352. Stanley, R. A. text book covering the elements of electricity and magnetism, with details of the very latest practice in wireless telegraphy in European countries—recommended to all workers in the art of radio telegraphy	2.25	3.25
PRACTICAL USES OF THE WAVEMETER IN WIRELESS TELEGRAPHY. Mauborgne, J. O. Originally compiled for the Officers of the U. S. Signal Corps; comprises an explanation of the use of the wavemeter, the most complete publication on the subject so far produced	1.00	2.25
EXPERIMENTS. New, pp. 256. Edelman, Philip E. Practical, up-to-date information for building simple, efficient apparatus at small cost for conducting tests and experiments for establishing a laboratory..	1.50	2.50
HOW TO MAKE A TRANSFORMER FOR LOW PRESSURES, pamphlet. Austin, Prof. F. E. For Amateurs, showing how to construct a Transformer with an efficiency of 85% to 90%	.25	1.60
HIGH PRESSURE TRANSFORMERS, pamphlet. Austin, Prof. F. E. Directions for designing, making and operating High Pressure Transformers, with numerous illustrations of actual apparatus	50	1.85
LESSONS IN PRACTICAL ELECTRICITY, pp. 507. Swoope, Walton C. Published by the Spring Garden Institute for use in its evening classes in practical electricity. It is one of the most popular works on practical electricity covering as it does principles, experiments and arithmetical problems.—401 illustrations	2.00	3.00
THE WIRELESS TELEGRAPHISTS' POCKETBOOK OF NOTES, FORMULAE AND CALCULATIONS, pp. 347, Dr. J. A. Fleming. Bound in full flexible, rich blue leather, stamped in gold, with round corners and gold edges. A book of practical working formulae and calculations for the student of radio telegraphy. Bound to be considered an indispensable part of the working equipment of every wireless student	1.50	2.50
WIRELESS TELEGRAPHY, pp. 443, 461 illustrations, by Dr. J. Zenneck. Translated from the German. The work is the most scientific and thorough that has appeared on this subject. It covers all phases from physical principles to finished commercial apparatus	4.00	5.00
PROCEEDINGS OF THE INSTITUTE OF RADIO ENGINEERS, edited by Dr. Alfred N. Goldsmith. Nos. 3 and 4—1913; Nos. 1, 2 3, 4.—1914, and Nos 2 and 4 for 1915 sold singly at $1.00 each. Volumes II (1914) and (1915) Bound in Buckram, $5.00 each	6.00	7.00

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Marconi Wireless Telegraph Company of America

WOOLWORTH BUILDING

233 BROADWAY NEW YORK CITY

EDWARD J. NALLY
VICE PRESIDENT AND GENERAL MANAGER

CODES
MARCONI
WESTERN UNION AND A.B.C.
RADIO & CABLE ADDRESS
INOGRAM

April 1st, 1916.

TO ALL EMPLOYEES,

MARCONI WIRELESS TELEGRAPH COMPANY OF AMERICA.

Being constantly mindful of the loyalty and efficiency of our employees, and appreciating those qualities upon which the continued success of our company depends, and after a careful study of more than two years as to the best method of showing our appreciation, it has been decided to maintain for all employees, without expense to them, insurance in the sum of $500.00 for all those who have been with us over one year but less than five years, and in the sum of $1,000.00 for all those who have been in the employ of the company five years or more.

It gives us pleasure, therefore, to announce that you are now, and from this date, protected by life insurance payable to your beneficiary in the event of death while in our employ, without expense to you.

The protection of one's family in event of death is of vital concern. The ordinary cost of life insurance in proper amount is so great as to cause a heavy burden upon the income. In addition, many would be unable to pass the rigid physical requirements of the necessary medical examination for individual insurance.

We are, therefore, particularly pleased to announce that by arrangement made with The Travelers Insurance Company, this insurance will be granted upon present employees without medical examination.

Attached is a form of application blank. Please fill this out at once and return it to the head of your department through the person delegated to receive it. From the information on this application the insurance will be issued by The Travelers Insurance Company, all charges upon which will be paid by us. In the event of the death of any employee the full amount of the insurance will be paid to his beneficiary. In the meantime, however, under the agreement made with The Travelers Insurance Company this insurance is effective as of April 1st, 1916, upon all in the active service of the company on that date, whose period of service entitles them to receive such insurance.

In consummating this arrangement, it gives us pleasure to acknowledge the high order of intelligent and zealous service which has characterized the work of our employees in the past and we have every confidence that it will be continued in the future.

With every good wish for the greater success and happiness of all,

Very truly yours,

MARCONI WIRELESS TELEGRAPH COMPANY OF AMERICA,

E. J. Nally

Vice-President and General Manager.

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MARCONI SERVICE NEWS

Vol. 1. No. 5. May, 1916

Published at 233 B'way, New York. Edited by J. Andrew White.

IT CAN BE DONE

Somebody said that it couldn't be done,
But he, with a chuckle, replied
That maybe it couldn't, but he would be one
Who wouldn't say so till he'd tried.
So he buckled right in, with the trace of a grin
On his face—if he worried he hid it;
He started to sing as he tackled the thing
That couldn't be done—and he did it.

Somebody scoffed, "Oh, you'll never do that—
At least, no one has ever done it."
But he took off his coat, and he took off his hat,
And the first thing we knew he'd begun it.
With the lift of his chin and a bit of a grin,
Without any doubting or quiddit,
He started to sing as he tackled the thing
That couldn't be done—and he did it.

There are thousands to tell you it cannot be done,
There are thousands to prophesy failure;
There are thousands to point out to you, one by one,
The dangers that wait to assail you.
But just buckle in with a bit of a grin,
Then take off your coat and go to it;
Just start in to sing as you tackle the thing
That "cannot be done"—and you'll do it.

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Advice on Abstracting

Conducted by *C. F. Krauter*

Operators are cordially invited to direct questions to this department, which is designed to clear up all points pertaining to the making up of abstracts.
Questions on technical matters will not be answered.
The Operator's name and division must accompany each inquiry, but will not be printed.

Jas. T.—Do you treat the S.S. Retlaw and S.S. Palacine as "This Company's" ships?

Ans.—Yes; we operate them on behalf of the International Company, but they are not entitled to free "MSG" service via this company's coast stations.

C.J.S.—How many ships do James Griffiths & Sons operate?

Ans.—One, the S.S. Turret Crown (ZDH).

Sammy—Will you inform me how traffic via Nassau (VPN) station should be recapped?

Ans. — "Telegraph Department, Nassau."

Bud—(1) The Western Union tariff book shows: * * * WATOGA. 15-0 MARLINTON. Should I charge the state rate or the state rate plus 15 cents telephone charges? (2) What rate per word does the Western Union charge on messages via our coast stations for delivery in the same town?

Ans.—(1) State rate only. (2) Two cents, regardless of state rate.

W.P.Q.—Should ship reports be made up in ten day periods, monthly, or every trip?

Ans.—According to prevailing custom of division the ship comes under, but separate "Traffic Summaries," as well as "Abstracts" must be used for each calendar month.

W.T.C.—What companies operate the following vessels: Oneida, Alvina, Lysistrata and New Sweden?

Ans.—Owners, E. C. Benedict, Thos. F. Cole, the International and Belgian Companies, respectively.

W.McK.—Do the U. S. Naval Authorities charge us for relay?

Ans.—No charge is made for two relays between ships, between a ship and one coastal station to reach another ship, or between a coastal station and one ship to reach a ship, but relaying between a ship and two coastal stations carries charges for the two coastal stations and the land line charges between the coastal stations. (We reciprocate).

Jack:—Who does the accounting for Russian-American Line boats?

Ans.—Benham Boyesen, N. Y., excepting the Dwinsk (Belgian Company).

G.T.N.—Did the Bolivian Government subscribe to the London International Radio Telegraph Convention recently?

Ans.—Yes. French Oceania and Peru have also subscribed.

K.A.K.—Should I debit and credit Fiji Government on traffic exchanged with Suva (VPD)?

Ans.—Yes.

R.O'N.—Does the order regarding

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war tax apply to "MSG's" originating in our Great Lakes coast stations and handled under our new contracts?

Ans.—If the message contains 15 words or over, yes; otherwise, no.

C.R.T.—Who does the accounting for traffic via Lloyd Brazileiro boats?

Ans.—Marconi's Wireless Telegraph Company, Ltd., Rio de Janeiro.

N.P.O.—Does the U. S. Naval Radio Service debit us "other line" charges on Government messages?

Ans.—Yes; they will in ALL cases look to the station of origin for all forwarding charges at Government rates. Radiograms relating to official business of the United States (having the word "Gov't" preceding the address), forwarded through Naval Radio shore stations, will be transferred to forwarding lines without further attempt to relay. Messages addressed to Weather Bureau, Hydrographic and Observer come under this category. Such messages through Alaskan Naval radio shore stations, destined to points in the United States, will be relayed by Navy radio to North Head if for points outside of California, or to Eureka if for points in California, and there transferred to forwarding lines. The preceding applies where no routing instructions are given, but messages will be routed otherwise if so directed by the station of origin. No charge will be made by the Naval Radio Service for the transmission of these "Government" messages.

R.Mac.—Does the Tropical Radio charge us on ship to ship "MSG" traffic?

Ans. — Reciprocal arrangements have been made with the Tropical Radio Co. whereby Master Service Messages, i.e., messages relating to matters of navigation, weather conditions, etc., will be handled free of ship tax between the United Fruit Co.'s vessels and vessels on which the wireless apparatus is operated and controlled by this company.

P.H.J.—Are operators' deadhead messages destined for New York or Brooklyn forwarded via 'phone from Sea Gate?

Ans.—No.

Frank:—Should messages be accepted addressed care of a company or registered address as "Miller, Marconi Co., Newyork," or "Miller, Ingram, Newyork" without the words "care" or "care of"?

Ans.—Yes, but such messages are accepted subject to sender's risk of delivery, therefore attention should be drawn to the omission.

H.G.S.—How should the check of a ten word "COLLECT O.L. 'MSG' originating on shipboard be transmitted?

Ans.—The check is "10." The "COLLECT O.L." is service instructions and should be transmitted as last item of preamble.

S.O.S.—Are half rates for deferred cable messages applicable to radiograms to and from ships at sea?

Ans.—No.

N.J.L.—Is an extra cent a word 10 word minimum charged for "Weather Bureau" line tolls on cables via "WHA"?

Ans.—Yes, also on Western Union and Postal franked deadhead's, but not on "Government" messages.

A.E.C.—Please advise how the "Government" rate from Siasconset to Washington is computed.

Ans.—From Siasconset to Nantucket 20c—10 words, 2c wd. ex.
to Woods Hole 20c—20 words, 1c wd ex.
to Washington 20c—20 words, 1c wd ex.

G.R.D.—Are the Prince Line boats operated by the owners?

Ans.—No; by the International Company.

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BRASS TACKS, *DRIVEN BY C. J. ROSS*

I like to write a lyrical
Description of the Miracle,
Accompanied by the flashes
And the wingy dots and dashes
Of Marconi's Wireless Art.
It fills me with garrulity,
Dispel your incredulity,
Please be taciturn or something
While some data
I impart.

The air contains a wave, to wit:
A kangarooish hop to it,
With a blithesome unremittance
Direct movement without quittance
Sort of mystifying grace;
And although it doesn't tarry
Its been proven it can carry
Morse or Continental code
Commercially
Through Space.

With panel board and rheostats,
In short all kinds and makes of stats,
Fleming valves and amplifiers
Aerial and other wires
All containing cosmic zip.
And then some more material
With names all quite etherial
A 2 K.W. set is builded
And placed upon
A ship.

In fact to make a summary,
And cease long winded mummery,
If the sound direction finder
Doesn't ground on some post binder
And the dynamo don't shirk,
You adjust the wave condenser
Tune the statical dispenser
Then touch a key transmittingly
And the gosh blamed thing
Will work.

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AN OUTSIDER'S VIEWS ON W S T.

By R. H. Foster

THIS station, located at Miami Beach on one of the beautiful Florida Keys, is situated in one of the most attractive parts of Florida.

With the ocean a few steps away on one side, Biscayne Bay on the other, and magnificent millionaire estates all around, it should be considered a privilege to work in such a place.

I shall never forget the first time I met Senior Operator Chapman, who has charge of WST. My job was running a small private outfit communicating with one of the Keys and located about seven miles down the coast from Miami Beach. Of course I had often copied press from him, (it is a pleasure to read that spark) and had wondered who N C was, but outside of getting an occasional QRM, I knew nothing about the station or its operators. One day a very dignified individual knocked at the door of my office and introduced himself as Mr. F. Chapman of the Marconi Company. Visions of New York officials, patent infringements, reports of interference, etc., floated across my mind until he explained he was at WST., and had come down to see my outfit and get acquainted. Needless to say I was very much relieved and, like all wireless operators, he proved to be a mighty pleasant fellow.

The first opportunity found me pedalling over the two and a half mile bridge that connects Miami Beach with the mainland over Biscayne Bay. The 210 foot steel towers of the station show up for some distance; in fact, in clear weather they are visible for seven miles over the water. I found Mr. Chapman "at home" and he very kindly showed me around inside and out. The station is splendidly equipped and does excellent work. Although rated at 5 kw, they generally used about 3 kw on a 600 meter wave. I believe the longest distance his signals have carried is 2500 miles.

He showed me through the bungalow and right then I wanted to join the Marconi Company, if I could live there. It is a cozy little house with everything in it for the comfort of the operators. Of course Mr. Chapman

The operating personnel and the attractive bungalow at Miami, pleasantly mentioned in the article.

asked me to stay to supper and I was very glad I did. He proved to be as good a cook as a wireless operator, but the poor man does not enjoy his own cooking as he is afraid of getting too fat!

Late that evening I rode home across the bridge in the moonlight after an exceedingly pleasant day. In my opinion this station ought to be a pleasure to work in, and a company that provides so handsomely for its employees is entitled to the first class service its operators give.

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SERVICE MESSAGE UNIFORMITY

FOR the guidance of operators who are not familiar with the correct forms and methods of handling service messages—and to help remove this traffic from the bugaboo class—the following rules are set forth:

The PREFIX of a service message is "A."

The PREAMBLE of a service message contains:

1. Prefix
2. Number
3. Station of Origin
4. Station of Destination
5. Coastal Station via, (if necessary)

The TEXT of a service message must be expressed in the fewst words compatible with clear statement. ment.

A service message relating to a radiogram previously transmitted must contain all particulars necessary to facilitate search for the radiogram, especially the NUMBER, DATE, (if necessary) NAME OF ADDRESSEE, and complete address when referring to delivery.

A service message does not contain a signature, the station of origin being already shown in the preamble.

Example of service message received by the KVF from NY, via WSE

A No. 1 NY KVF via WSE.

Nr... Natban 253 Broadway NY undelivered,

unknown.

Example of service message sent to the KVF to NY via WSE:

A No. 1 KVF NY via WSE.

Nr... Jones SS Iroquois undelivered Not on board.

Service messages must be attached to the matter referred to.

—H. Chadwick.

VESSELS RECENTLY EQUIPPED WITH MARCONI APPARATUS

Names	Owners	Call Letters
Curacao	Pacific Coast Steamship Co.	WGK
Ravalli	Pacific Coast Steamship Co.	WGI
Cubadist	Cuba Distilling Co.	KNV
Mielero	Cuba Distilling Co.	KNT
Sucrosa	Cuba Distilling Co.	KNS
D. N. Luckenbach	Luckenbach Steamship Co.	KGW
Calgary	Standard Oil Co. of New Jersey	VEV
Clan Ferguson	Clan Line	YOQ
Petoskey	Chicago & South Haven Steamship Co.	WDH
Conneaut	Wyandotte Transportation Co.	WCU
S. Y. Galatea	E. L. Ford	WGF
Suruga	Barber & Co., Inc.	KGD
Jalisco	Mexican Navigation Co.	XXA (Temporary)
Coahuila	Mexican Navigation Co.	KEW
Tegucigalpa	Vaccaro Brothers & Co.	VB
Westwego	Union Petroleum Steamship Co.	KGE
G. R. Crowe	G. R. Crowe S. S. Co., Ltd.	VET
Dara	Bombay Persian Steam Navigation Co.	TZK
Matinicock	Standard Oil Co. of New Jersey	KID
Standard Arrow	Standard Transportation Co.	KSV
Royal Arrow	Standard Transportation Co.	KSW
Acme	Standard Transportation Co.	KIJ
Astral	Standard Transportation Co.	KIQ

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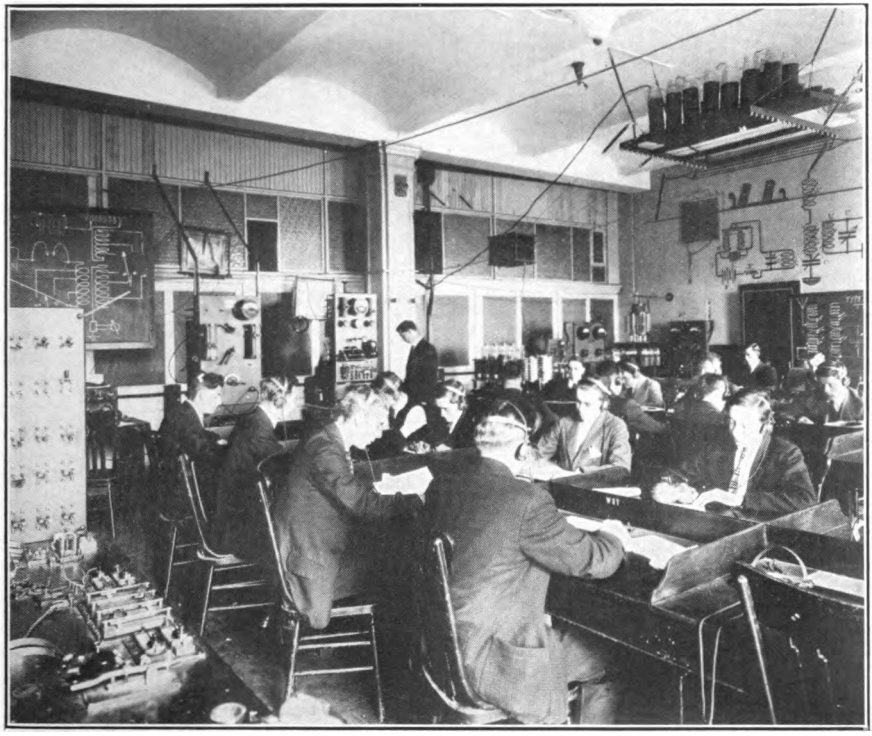

THE MARCONI SCHOOL

ARRANGEMENTS have recently been made at the Marconi School whereby a limited number of beginners in the Continental Telegraph Code will be accepted as students. After receiving from four to six weeks of continuous instruction in the code, these students will be placed in a special technical class and given a brief training in elementary electricity and magnetism, until they are qualified to take up the more advanced work. Heretofore students have only been accepted at the school who were able to receive in the Continental code at a speed of at least ten words per minute. It is expected that a number of applicants who have previously been deprived of preliminary education, will take advantage of the opportunity now afforded.

Daily instruction is given on the Marconi 2 K.W., 500 cycle tests, to the members of the service in the Eastern District. All employees must pass a rigid examination, showing their knowledge of the technical applications of the art and must fully satisfy the examiner that they will be able to make necessary repairs on the equipment in case of emergency at sea.

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NOTES FROM THE LOG-BOOK OF ANOTHER GRINGO IN MEXICO

It was on April 15, last year, that I was offered a position as wireless operator by the Compagnie du Boleo for service in Mexico, and left San Francisco two days later on the steam-schooner Jim Butler, bound for Santa Rosalia in Lower California, nearly opposite to Guaymas. Beyond the fact that we were going to Santa Rosalia, little was known as to how long we were to be away or what we were going to do when once arrived there. Various rumors of a filibustering expedition and transporting troops for one or another of the revolutionary parties were the order of the day, and added interest to the trip.

These conjectures all turned out to be incorrect, however. We were chartered by the Compagnie solely for its own legitimate interests, and with the exception of two flying trips to San Francisco the Jim Butler has remained during the past ten months in the Gulf, making trips between Santa Rosalia and a host of small places, with cargoes of wood, coal and cattle. We have all come to look upon Santa Rosalia as our "home town," as a matter of fact. The town has a population of about 3,000, mostly French and Mexicans, about half of whom are employed in the mines. At the present time, the population is increased by the addition of the crews of eleven German sailing vessels, compelled, much against their will, to remain here on account of the war.

The concession to the Boleo Company (French) extends five miles east and west and ten miles north and south. The town is divided into two parts: La Playa, inhabited by the Mexicans, and La Mesa, wherein live the French. The harbor, which has an area of about 40 acres, was constructed by the Boleo Company, which controls everything within the town and quite a lot outside it.

In common with most of the Lower Californian coast, this district is rocky, treeless, and waterless. Good water is, however, piped from St. Angueda two miles away. Rain occurs only two or three times a year, and the summer is intolerably hot. Anyone in search of scenery or pleasure would be ill-advised to make Santa Rosalia his hunting-ground. About every three months we are treated to a picture show, and less frequently to a dance, and about the best the stranger can hope for it to sit around the plaza of an evening, after the blazing Mexican sun has at length retired to rest, sipping a cooling beverage and making eyes at the senoritas as they pass by, drawn thither by the strains of the band which performs, usually, twice a week. The Mexican ladies, being by no means shy, can be easily enticed into conversation, so that the tyro may take this opportunity of adding a little more to his somewhat scant Spanish vocabulary; which is necessary, for in this part of Mexico, nobody speaks any English.

At times, life is brightened a little by the arrival of other steamers from American ports bringing cargoes for the Compagnie or by those that have made the long journey from Europe with coke, and by others again, that have come to take the copper for England.

And occasionally, H.M.S. Rainbow or H.M.S. Newcastle will pay us a visit, just to keep track of "los alemanes," and to make sure that they are still here.

With a brief description of Santa Rosalia set down I must add

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the inevitable war incident, without which no story of a Mexican town would be complete.

I first saw Santa Rosalia at the end of April, 1915. Directly after landing I sought the operator, Mr. Everett, an old-timer in these parts and renowned for his prowess as a bullet-dodger. Stories of his remarkable escapes from insurrectionists and other disturbers had reached my ears, and I was curious to meet him.

I found him little the worse for his hair-breadths escapes, and the only thing that seemed to be worrying him at that time (at least, the only thing that I can mention with impunity), was the fact that he had lost eighty pounds or thereabouts in weight.

At that time, Santa Rosalia was in the hands of Villa and was garrisoned by about 150 of his men. Carranza, who was in possession of the Guerrero, Pacifico, and the other ships that comprise the Mexican navy on this Coast, was busy further south, but an attack was expected to be made sooner or later upon Santa Rosalia. Gradually, Carranza got control of the Gulf ports, until, at the end of August there were only two —Guaymas and Santa Rosalia—left to Villa.

The night of September 5 proved to be the date of the long-looked-for event. The Pacifico, with about 400 troops on board, arrived off Santa Rosalia at two o'clock in the morning, and landed parties at various points on the Coast, just outside the town. The first thing that the Villista soldiers did (they were there to protect us, mind you!) was to seize a train belonging to the Boleo Company, and to beat it out into the country! A gatling gun was landed, and was soon in action, and hundreds of rifle shots were fired between three o'clock and daylight. At whom they were fired, goodness only knows, for the enemy had long before disappeared.

Everett and I were standing on the balcony of our house in La Mesa watching the fun, until a couple of bullets came through the door of his room, missing my head by a few inches. After that we thought the inside of the room seemed better, and there we passed the remainder of the night, Everett with gun in hand, guarding the door as faithfully and as bravely as Horatius guarded the bridge of old.

The following morning, all was again quiet. Santa Rosalia was now Carranza's, and the only casualty had been one woman killed.

Five or six days later, an attempt was made by the Villista forces to re-take the port. The Jim Butler had gone to San Francisco, and Everett with her. There was considerably more noise attached to this drama, than had been the case the the first time, due to the fact that the Pacifico was bombarding the Villista troops with a six-inch gun. About twenty in all were killed, and an attempt of the Villistas to re-capture Santa Rosalia failed.

After a few weeks of guerilla warfare in the hills surrounding the town, the survivors came in about the middle of October and surrendered. Contrary to Mexican custom, instead of the ringleaders being publicly shot, they were pardoned. Since then, save for a few cases of shooting in the "pueblo," everything has been quiet.

In conclusion, I may say that throughout the whole of the Mexican revolution, which has lasted five years and more now, the Boleo Company have been working unmolested. As everybody knows, this has not been the case with most foreign concessions.

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THE MAN WHO KNOWS HOW

Many people seem to think that the success of others is not for themselves, that what others have is too good for themselves, that they are not expected to be as fortunate as those who are "more favored." They have grown up under this conviction of their own inferiority.

A great many who are really capable of doing big things are doing little things and leading mediocre lives, simply because they do not expect and demand enough of themselves.

"If we choose to be no more than clods of clay," says Marie Corelli, "then we shall be used as clods of clay for braver feet to tread on."

Conscious power exists within the mind of every sentient being. Its existence may be unrealized, but it is there. It is there to be developed and brought forth by training, like the culture of that ostinate but beautiful flower, the orchid. To allow it to remain dormant is to hold oneself in obscurity, to be blind to one's opportunities, to smother one's faculties.

Down with fear! Let the conscious power within the soul stand forth boldly and lead to usefulness, success and happiness. It is a matter entirely of right study of right effort, of right self-development.

Employers everywhere are seeking for the man who knows when and why; for the man who will go directly ahead and do his work promptly and correctly and thoroughly without having to be told every fifteen minutes how to proceed.

The way to get ahead and stay ahead is to use a head.

But the head must be trained. One must KNOW. No matter how willing he may be, or how greatly he may desire to do the thing at hand, he cannot do it and do it right unless he knows how. Knowing how comes from training.

The main thing is to fit into one's place, whatever the place may be, and when one does that, other things take care of themselves. There is no superiority but in superiority of service. The only thing any man has to sell in this world, and the only thing the world will buy, is SERVICE.

Many think that opportunity must be something great and unusual; but the fact is that the stepping-stone for any man to the place above him lies in doing better the very thing he is doing.

THE BULLETIN.

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EASTERN DIVISION NEWS

A son, George William, has been born to George S. De Sousa, traffic manager, and Mrs. De Sousa.

H. A. Sullivan has succeeded C. B. Smith as chief clerk of the Auditing Department. Mr. Smith's resignation took effect April 22.

M. H. Payne, cashier, has been appointed assistant treasurer.

J. H. Jackson and Samuel Singer, who have resigned, after having been with the Purchasing Department since its organization, will open their own office at 115 Broadway on May 1, under the firm name of Jackson and Singer, eastern representatives of the Ashland Paint Company and the Rubin Schuman Company, manufacturers of paint and paint brushes.

George Abbott is the hero of the hour. Abbott was senior operator of the Alamo when the vessel was disabled off Hatteras. He was on the job every minute of the time and sent out the wireless call that brought a revenue cutter to the Alamo's assistance. Abbott's coolness and courage at the time things looked most dark won for him the praise and admiration of many of the passengers. Junior operator Maurey also did much to reassure passengers.

G. F. Danforth has been assigned to the Siberia as junior.

H. S. VanCott and E. W. Harris have been assigned as senior and junior respectively to the Olinda. VanCott has taken his illuminating smile with him (he couldn't leave it behind) and things are rather dark on the Concho now since he has been transferred.

Alex Schneider has rejoined the service. He is attached to the Momus as junior.

W. E. Bisgrove is back in this division again after a year spent on ships of the Southern Division. He is now on the Winifred.

C. Stellmach is junior on the Brazos. Matt Bergin, the Beau Brummel of this division, is senior. Bergin is setting the pace for the other Porto Rico Line operators and they must hustle to keep up with his sales of the O. W. N.

A. Cruttenden has gone West to take charge of the installation on the Inland Navigation Company's barge No. 1 which is shortly to go into commission.

O. M. Shaw is senior on the Concho.

H. W. McDonald has succeeded C. L. Whitney on the Camaguey. Whitney was transferred to the Philadelphia of the American Line.

M. M. Myers is on the Pioneer.

INSURANCE NOTICE

When you are eligible for insurance under the conditions of the plan adopted by the Marconi Wireless Telegraph Company of America April 1, 1916, cut this out and mail it to the Chairman of the Marconi Insurance Committee, 233 Broadway, New York City.

Name Division

Position Date of entering Marconi Service

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J. Kienast has been assigned to the new Standard Oil boat, the Charles Pratt.

G. B. Draper, a graduate of the school, is junior on the El Occidente.

J. B. Cravens is on the City of Columbus as second man.

C. S. Gould is now junior on the Arapahoe.

H. E. Cohen is on the El Mundo. Cohen has spent the last year on long trip ships and the change to a short run pleases him.

B. R. Jones, a San Francisco operator, has been assigned to the Georgian.

T. Barber, a new man, was assigned to the Prince George at Boston.

L. S. Bennett, also a new man, is on the City of Atlanta.

A. E. Ridley has been temporarily detached from ship service and is assisting Mr. Nicholls in effecting new installations.

H. C. Bigelman has returned from leave and is now on the Muskogee.

SOUTHERN DIVISION NOTES

A delegation of thirty wireless operators, of the past and present Marconi service attended the Billy Sunday meeting on Friday, April 14. Silk badges bearing the Marconi Globe were made specially for the occasion. Rev. "Billy" made several special calls for the wireless men to come up and "hit the trail." Several responded to the SOS.

Herbert C. Hax, an ex-Marconi operator, and at one time manager of the Cape May station, is up and around again after an illness of three months with typhoid fever. Herb looks very formidable with his hair cut short.

M. C. Morris, at Philadelphia, recently completed the equipment of the steamer Jalisco, belonging to the Mexican Navigation Company. The Jalisco will run between New Orleans and ports in Mexico, carrying passengers and freight. The wireless room is commanded by R. A. Gardner, well known in the Marconi service. It will be remembered that Mr. Gardner was on the Silver Shell at the time of the collision with the Takata Maru, off Cape Race on February first of this year.

J. F. Wyble, our local man, recently equipped the Arborean, of the American Hawaiian S.S. Company, with a 2 k.w. panel set. L. W. McKee was assigned to this vessel, which sailed from Baltimore for Rio about the first of April. Mack made sure to take with him his "Neptune" certificate which he obtained on his trip around Cape Horn on the Adeline Smith in 1912.

J. E. Kane was relieved on the Somerset by L. M. Gawler, a new man in the service. Kane was transferred to the Powhatan where he relieved C. H. Murphy.

J. W. Allen, junior operator of the Suwannee, has been transferred to the Essex as senior operator. He was relieved on the Suwannee by S. H. Griffen, a former employee of the Marconi service.

U. S. S. Wainwright recently left Philadelphia on her official trial trip. R. Marsano was assigned as operator for the trip.

GULF DIVISION NOTES

J. E. Broussard, Gulf Division travelling inspector, S.S. Chalmette, has been transferred to the Excelsior, relieving Senior Operator J. A. Hybarger, who was transferred to the Chalmette.

"Col." L. H. Graves says that the aristocratic style of living on his present assignment doesn't agree with

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his bank account, so he has filed application for return to one of the "old homes," a tanker.

The Tegucigalpa of the Vaccaro Bros. Co., was recently equipped at New Orleans with a 2 k.w., 500 cycle panel set. "V.B." has been placed in charge of Operator H. O. Haverkamp.

"Inspector No. 47" has just enriched the coffers of a local furniture store to the extent of some three hundred hard earned dollars. No date has been set, however.

Read the first and last page of Service Bulletin No. 4 and then join us in, "Three Cheers for our General Manager!"

SAN FRANCISCO STAFF CHANGES

S. Cissenfeld, in charge of the Catania, resigned at Galveston March 26. He was succeeded by Peter Daniels.

John J. Michelson and W. E. Chesebrough joined the Celilo on April first, as first and assistant respectively.

N. C. Kumler was assigned to the Steamer Capt. A. F. Lucas March 9.

F. A. Lafferty and C. T. Nichols sailed on the China as first and assistant March 17. The China is doing some good work so far, the last outbound report being 2100 miles west of Honolulu, some 4200 miles from San Francisco.

C. Bailey and L. O. Marstellar are holding down the Colusa.

On March 11, L. Farwell was assigned assistant on the Steamer Governor.

J. J. McLevey, in charge of the British Steamer Mexico City, was relieved at Cardiff on March 1 by J. R. Blacker. Mr. McLevey is being returned to the United States as a passenger.

L. V. R. Carmine was assigned assistant on the Matsonia March 16.

P. D. Allen and P. E. White left for Panama March 11, as first and assistant on the Newport.

W. J. Erich joined the President as operator in charge, March 19.

J. M. Chapple and J. R. Livesay are acting first and assistant on the San Ramon.

E. D. Perry relieved E. T. Jorgensen as assistant on the Wilhelmina April 1. Mr. Jorgensen is now at the St. Mary's Hospital suffering from various complications. The best wishes are extended for a rapid recovery.

A. E. Evans joined the Yucatan bound for the Orient, March 25.

HIGH POWER STATION NOTES

Spring is here, and with its advent our fancy lightly turns to thoughts of boats; particularly motor boats. The lure of the sea is strong within us and its call is insistent, brooking no denial. From the ashes of the old Piffle has arisen, Phoenix-like, a boat that is a thing of beauty and a joy forever. Resplendent in its new glory, its hull of dazzling whiteness breasts the waves gracefully as a swan and the staccato music of the relentless force that drives it ever onward is sweet in our ears.

Having said so much, we might as well add that the motor-boating fever has us in its grip and that we have taken the quickest means of curing it by installing an engine in the boat that was salvaged from the wreck of the ill-fated Hanalei at Bolinas. Henceforth, visitors to our station may enjoy the beauties of the bay without the oftimes back-breaking task of rowing a heavy boat and wishing they had never started.

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"Bill" Barsby takes this month's prize for causing the biggest laugh. Four of the staff, among them Bill, decided to do a little fishing off Bird Rock. Bill was acting Mate, and according to the traditions of the sea, took his place in the bows to handle the hook. Arriving at the desired spot the Skipper shouted, "Let go the hook." A terriffic spash assured him that the order had been carried out so all hands turned to the fishing gear and angle worms. A few seconds later they were drifting perilously near the rock and Mate Barsby was asked to take up a little slack in the mooring line. "By jove" he shouted, "the anchors over a'right but theres no line on it."

We regret to state that, owing to the exigencies of the service, it has been found necessary temporarily to reduce the staff at this station. Pending the inauguration of the Japanese service, several of the boys have been transferred to the marine division and will remain at sea until their services are again required at Marconi. We hope that this will be soon, for a more harmonious staff never worked together.

Under the auspices of the KET Club, a "hard time party" was given in the Hotel on April 2. More than forty guests were present and it is safe to say that a more enjoyable gathering has never been held. Perhaps the most noticeable feature was the entire absence of that formality which mars so many social affairs, everybody jumping in and getting acquainted without loss of time. It would indeed be hard to remain unmoved in the presence of such a collection of "dead-beats" and "hoboes" as were portrayed on this occasion, for collars were taboo and overalls, flannel shirts and similar outrigging reflected the spirit in which the dance was given. The ladies were never more charming, the sweet simplicity of their gingham gowns and bonnets adding a delightful touch of rusticity to the occasion. Dancing was kept up until a late hour and there was never a lull in the merriment until the last guest had departed. The ball-room decorations were most effective and credit is due to the members of the Club who lent their services. Nor should our Hotel Manager and his good wife be overlooked for the refreshments they served were excellent.

To the Marconi Staff the gathering meant a welcome and deserved break in the routine of its life.

Obituary.

"Sparks," the friend and companion of all at Marconi, is no more. A friendless and forsaken city-bred cur, he adopted us but a few months back, but by gameness, intelligence and affection he won all hearts and his death leaves a gap that will not easily be filled. It was his daily custom to accompany the men to the operating building, returning with those relieved, and on more than one occasion when the boys put off in the boat leaving him behind, he dog-paddled out to them, mutely pleading to be taken along.

Rarest of dogs was "Sparks," for he was in every sense a game cur.

ANNUAL MEETING POSTPONED

The annual meeting of the Marconi Wireless Telegraph Company of America, which was called for April 17, at Nos. 243 and 245 Washington Street, Jersey City, N. J., was postponed till twelve o'clock, noon, May 17, on account of the absence of a quorum. Of 1,880, 414 shares outstanding, 343,456 were represented.

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Directors and Officers

Marconi Wireless Telegraph Company

OF AMERICA

WOOLWORTH BUILDING

233 BROADWAY, NEW YORK

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Senatore G. Marconi
Edward J. Nally
John Bottomley
James Van Vechten Olcott
Godfrey C. Isaacs
James W. Pyke
George S. De Sousa
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C. J. Ross .....Auditor

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Lynn C. Everett..Assistant Engineer
Edw. B. Pillsbury.....
General Superintendent
Lee Lemon .....Superintendent

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Harry Chadwick...Traffic Instructor

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G. Harold Porter..Purchasing Agent

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J. Andrew White.....
Editor of Publications
Wheeler N. Soper...Assistant Editor

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Supt. Southern District

Eastern Division

Operating Department,
25 Elm St., New York.
Ernest T. Edwards....Superintendent
G. W. Nicholls.....Dist. Supt.

Southern Division

American Building, Baltimore, Md.
T. M. Stevens .....Superintendent

Gulf Division

529 St. Ann Street, New Orleans, La.
J. A. Pohl .....Superintendent

Great Lakes Division

Schofield Bldg., Cleveland, Ohio
F. H. Mason .....Superintendent

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Books on Wireless

A list of some of the best books pertaining to the wireless art. We have made arrangements whereby we can supply our readers with any book on wireless published in America at regular published price. We can also import on order any book published abroad. **Send us your orders. They will receive prompt attention.**

	Pub. Price Postpaid	With one Year's WIRELESS AGE
YEAR BOOK OF WIRELESS TELEGRAPHY (1915) pp. 1000. Contains a yearly record of the progress of wireless telegraphy; complete list of ship and shore stations throughout the world, their call letters, wave-lengths, range and hours of service, and articles by the greatest authorities on vital questions	$1.50	$2.25
HOW TO PASS U. S. GOV. WIRELESS EXAMINATION. 118 Actual Questions Answered. 72 pp. E. E. Bucher. The greatest wireless book ever published for amateurs and prospective wireless operators	.50	1.75
LIST OF RADIO STATIONS OF THE WORLD. 220 pp. Compiled by F. A. Hart, Chief Inspector of Marconi Wireless Telegraph Company of Am., and H. M. Short, Resident Inspector U. S. A. Marconi International Marine Com. Co. The only complete authoritative call list published	.50	1.75
HAND BOOK OF TECHNICAL INSTRUCTIONS FOR WIRELESS TELEGRAPHISTS, pp. 295, Hawkhead, J. S. Covering principally the practice of the Marconi Co. abroad and elementary explanation of the underlying principles	1.50	2.50
TEXT BOOK ON WIRELESS TELEGRAPHY, pp. 352. Stanley, R. A. text book covering the elements of electricity and magnetism, with details of the very latest practice in wireless telegraphy in European countries—recommended to all workers in the art of radio telegraphy	2.25	3.25
PRACTICAL USES OF THE WAVEMETER IN WIRELESS TELEGRAPHY. Mauborgne, J. O. Originally compiled for the Officers of the U. S. Signal Corps; comprises an explanation of the use of the wavemeter, the most complete publication on the subject so far produced	1.00	2.25
EXPERIMENTS. New, pp. 256. Edelman, Philip E. Practical, up-to-date information for building simple, efficient apparatus at small cost for conducting tests and experiments for establishing a laboratory..	1.50	2.50
HOW TO MAKE A TRANSFORMER FOR LOW PRESSURES, pamphlet. Austin, Prof. F. E. For Amateurs, showing how to construct a Transformer with an efficiency of 85% to 90%	.25	1.60
HIGH PRESSURE TRANSFORMERS, pamphlet. Austin, Prof. F. E. Directions for designing, making and operating High Pressure Transformers, with numerous illustrations of actual apparatus	50	1.85
LESSONS IN PRACTICAL ELECTRICITY, pp. 507. Swoope, Walton C. Published by the Spring Garden Institute for use in its evening classes in practical electricity. It is one of the most popular works on practical electricity covering as it does principles, experiments and arithmetical problems.—401 illustrations	2.00	3.00
THE WIRELESS TELEGRAPHISTS' POCKETBOOK OF NOTES, FORMULAE AND CALCULATIONS, pp. 347, Dr. J. A. Fleming. Bound in full flexible, rich blue leather, stamped in gold, with round corners and gold edges. A book of practical working formulae and calculations for the student of radio telegraphy. Bound to be considered an indispensable part of the working equipment of every wireless student	1.50	2.50
WIRELESS TELEGRAPHY, pp. 443, 461 illustrations, by Dr. J. Zenneck. Translated from the German. The work is the most scientific and thorough that has appeared on this subject. It covers all phases from physical principles to finished commercial apparatus	4.00	5.00
PROCEEDINGS OF THE INSTITUTE OF RADIO ENGINEERS, edited by Dr. Alfred N. Goldsmith. Nos. 3 and 4—1913; Nos. 1, 2, 3, 4,—1914, and Nos 2 and 4 for 1915 sold singly at $1.00 each. Volumes II (1914) and (1915) Bound in Buckram, $5.00 each	6.00	7.00

Send Orders to **The Marconi Publishing Corporation,** 450 4th AVENUE, NEW YORK, N. Y.

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MARCONI SERVICE NEWS

Vol. 1. No. 6. June. 1916

Published at 233 B'way, New York. Edited by J. Andrew White.

THRIFT

TO form the habit of spending money only for the things you really, truly, want—that is thrift—the thrifty man will have more fun and probably spend more money in a lifetime than the spendthrift—he will certainly have more to spend. The thrifty man will be his own master—when the time comes if he wants a gun he can buy a good one; if he wants to go hunting or fishing, he can take a vacation for the purpose. He he has not wasted his money on trifles that did not really interest him. He is free to do the things he really wants to do. The difference is like that between trained soldiers who submit to discipline so they can win and the soldiers who, because of self-indulgence and lack of discipline, get whipped.

—Bolton Smith.

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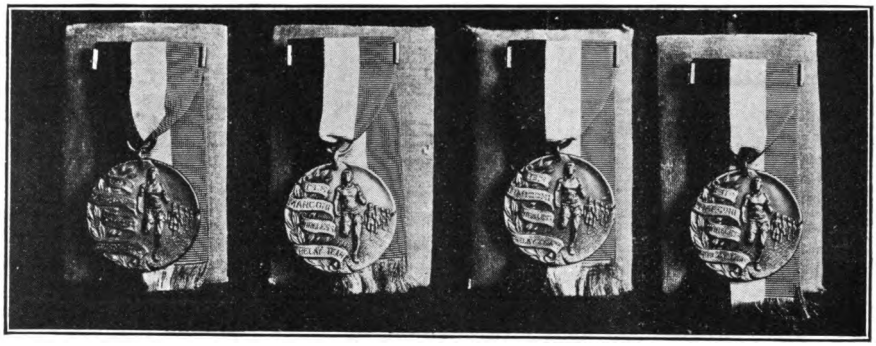

PRIZES FOR THE RELAY TEAM TRIALS

FURTHER evidence of the tangible sort that our General Manager appreciates team work in all branches of the service has been given in the award of medals to the successful contenders for places on the relay team which represents the Aldene factory at various industrial athletic contests. Mr. Nally donated the handsome gold medals illustrated on this page with the condition that they be given to the winners of the trial heats run off to decide the four men composing the team.

Knowing that the races were the object of great interest to the officials of the company a lively contest resulted when the candidates met to decide supremacy.

The Marconi representatives selected at the trials, to whom were awarded the medals, were Edward Miller, Gus Kachelreiss, John Downing and G. Krauss.

INSURANCE NOTICE TO ALL EMPLOYEES

The majority of applications for insurance received from employees bear the name, relationship and full address of the beneficiary. As the beneficiary's address was not specifically asked for a number of applications do not carry this information and the same should be forwarded to the head office, through the District Superintendent, as soon as possible.

INSURANCE NOTICE

When you are eligible for insurance under the conditions of the plan adopted by the Marconi Wireless Telegraph Company of America April 1, 1916, cut this out and mail it to the Chairman of the Marconi Insuurance Committee, 233 Broadway, New York City.

Name

Position Division

Date of entering Marconi Service

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Advice on Abstracting

Conducted by *C. F. Krauter*

Operators are cordially invited to direct questions to this department, which is designed to clear up all points pertaining to the making up of abstracts.
Questions on technical matters will not be answered.
The Operator's name and division must accompany each inquiry, but will not be printed.

M. McD.—Are private commercial messages now accepted by British Post Office stations in England?

Ans.—No, only MSG traffic.

H.M.—What company operates the steamship Hewitt (KIL)?

Ans.—Union Sulpur Co.

Rob. S.—Who does the accounting for the steamship Pacific?

Ans.—LTZ. J. W. McNear.
SFZ. W. R. Grace & Co.
OZI. Det Store Nordiske,

Note: The Pacific (KIL) has been renamed the Hewitt (See answer above.).

I.M.F.—How should a ship station operator prefix a government message?

Ans.—"S", also insert the word "GOV'T" as the first word of the address which is to be counted and charged for. (Messages reporting derelicts, ice and other menaces to navigation addressed to the United States Hydrographic Office carry no radio charge.) Coast station operators should prefix such messages U.S. G." or "U. S. Gov't" upon transference to Western Union lines. Note: **There is no charge for Government traffic over any government circuit.**

B.A.C.—(1) If a vessel steamer from San Francisco to San Pedro, thence to either Honolulu or Shanghai, would transpacific rates apply from San Francisco out? (2) or would coastwise rates be applicable to San Pedro and transpacific rates applied from there out? (3) Also what part of a trip from New Orleans to New York to Liverpool constitutes a transatlantic trip in regard to rates?

(Ans.—(1) No. (2) Yes. (3) New York out.

L.K.—Are MSG and PDH totals to be taken into account when balancing abstracts?

Ans.—No.

U.A.R.—On which side of the abstract should relay messages appear?

Ans.—Received.

M.A.P.—Should coast tax and forwarding charges on traffic via other than American Marconi coast stations be entered in separate columns?

Ans.—No. Enter in one lump sum under the caption of the administration or company operating the receiving coast station.

C.W.—Is the steamship Olinda operated, controlled and allowed free MSG service by this company?

Ans.—Yes.

N.C.F.—Is a radio charge made on deadheads interchanged between vessels of the Marconi system?

Ans.—No. Neither is a charge made on ship to ship MSG traffic ex-

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changed between Marconi affiliated companies' ships.

Ben. H.—Do the U. S. Naval Authorties account direct with the operating company for traffic exchanged with vessels of the Marconi system?

Ans.—With American Marconi only. In the case of foreign ships accounting is done with the administration to which the ship is subject, i.e., with British ships the accounts are rendered to the British Post Office.

T. Jr.—What rates are applicable to messages via New Zealand radio stations, to be delivered in New Zealand?

Ans.—The coast tax and forwarding charges on traffic via Awanui, Awarua, or Wellington to any place in New Zealand is 12c per word. Chatham Islands coast tax is also 12c per word but this station is used principally for relaying messages, the relay charge being 8c per word. Traffic to New Zealand via Chatham Islands and Radio Wellington should show credit to "New Zealand Gov't" of 20c per word.

Joe G.—Have the censorship regulations applicable at Newfoundland stations been modified?

Ans. No. Messages must be addressed in full and are accepted at the sender's risk.

J. O'C.—Kindly differentiate between "controlling" and "operating" companies.

Ans.—The controlling company owns the equipment, while the operating company supervises its working, conducts and manages its affairs such as traffic accounting, supplying operators, maintenance, etc.

H.C.—Specify the boundary line for "New York City" charges

Ans.—Greater New York.

Harold—What's the coast tax on traffic via VPO?

Ans.—The Barbadoes station was erected purely as a defence measure and makes no charge for forwarding messages. They receive ships', ship agents' and private messages merely to oblige those concerned, but ship tax is chargeable against "British Admiralty" on traffic received by our ship stations from Barbadoes.

T.M.E.—What American Marconi ships apply the $1.32 rate for 30 word ocean letters?

Ans.—American Line and transpacific ships. Other vessels comply with instructions set forth on page 40, book of General Orders.

Roy S.—How are rates computed on messages via Fiji Island coast stations?

Ans.—For all ship traffic and traffic destined for land stations in the Western Pacific the coast tax is 12c per word, no transmission tax being imposed from these places to Taveuni or Labasa. The local telegraph system applies a flat 2c rate. For messages abroad the radio tax from Labasa and Taveuni is 6c per word, plus the cable rate and from Suva the cable rate only, no tax being imposed from Suvaradio to the offices of the Pacific Cable Board. The station at Suvaradio deals, with very few exceptions, with all outside land stations and ship traffic.

O.W. — (1) Should the number of words or the amount of an R.P. be transmitted? (2) Define the expression, "P.R."

Ans.—(1) Amount.

(2) Meaning "Poste Recommandee" or "Registered Post", i.e., radiograms to be delivered by registered mail; the same apply fifteen cents for postage.

R.T.C.—Are free position reports permissible via U.S. Naval Radio Service stations?

Ans.—Yes.

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BRASS TACKS, *DRIVEN BY C. J. ROSS*

"MARCONI."

What does that WORD mean to you?
A few years ago it stood for WIRELESS INVENTION.
Today it stands for MORE.
It stands for BIG things
BIG POSITIONS—BIG MEN—BIG ORGANIZATIONS.
Marconi organizations are of the BIGGEST and
You are WORKING for one of them.
HELP YOURSELF.
There is not a POSITION or an OFFICE beyond YOUR reach.
FAME and POWER serve no man PERMANENTLY.
They are LOYAL only to the STRONGEST WILL.
There is not a ten-day LEASE on any JOB in the whole ORGANIZATION.
Take your pick of OPPORTUNITY—there are a dozen places waiting for YOU.
Aim your AMBITION where you please—every position is a PUBLIC TARGET.
SUCCESS is always up at AUCTION—make YOUR BID.
How much BRAINS will you bid? How much RELIABILITY? How much ORIGINALITY?—How much LOYALTY?
There are a thousand fellow employees competing against you
STRIVING—STUDYING—INVENTING — ORIGINATING —PLANNING.
Conserving ENERGIES—avoiding PIT-FALLS and TEMPTATIONS.
DENYING themselves comforts and luxuries PREPARING for THEIR opportunity—
Getting ready to make the highest bid in efficiency and effort.
ARE YOU?
INFLUENCE and PULL have long since been OUT BID.
They don't stack up against THE GOODS in 1916.
MERIT is SUPREME.
Begin now—take semi-annual STOCK of YOURSELF—make it COMPARATIVE with last January—IMPROVE it before December 31st.
Twenty years from now a score of your co-workers will be running the organization.
You're entitled to ALL you can get.
You can be working WITH THEM or FOR THEM.
It's up to you.

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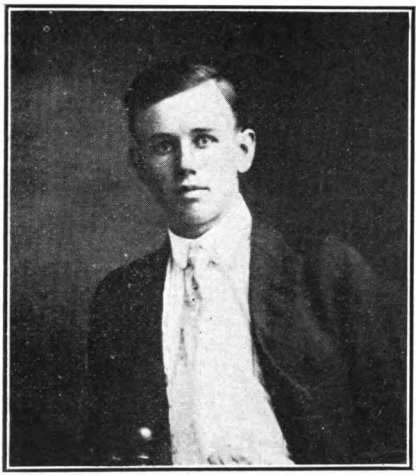
GEORGE ERNEST CHAMBERLAIN —LOST AT SEA



George E. Chamberlain

ONE more name, that of George Ernest Chamberlain, has been added to the honor roll of those who have gone to death at sea in faithful performance of duty. Chamberlain, a new man in the service, was lost in the wreck of the North Pacific steamship Roanoke, which foundered off the California Coast on May 9.

The exact cause of the disaster has not yet been definitely determined but it is believed that the vessel tossed about in a storm for many hours and listed heavily before being battered to pieces by the waves. Leaving San Francisco on Monday May 8, at midnight, the Roanoke, loaded with wheat, gasoline and oil, sailed for Valparaiso with every indication ahead for a successful voyage. At 4 o'clock the next morning she was sighted by the yacht Benicia about 65 miles south of San Francisco, the captain of this vessel reporting that she apparently was not having any trouble at that time and was riding the waves of a heavy northwest sea in good fashion. Several wireless messages had been received up to that time and four hours later, May 9, at 8 A. M., she flashed her position report, 90 miles south of San Francisco. This was the last heard of her until a lifeboat arrived at San Luis Obispo, carrying three survivors, the only men left alive out of a total of forty-nine

SPARKS

Poem Written by Honor Man Shortly Before His Death.

We list through the night
To our comrades afar,
On the tropical seas
Or beneath the North star.
We flash out glad tidings—
Some of sorrow and hate,
Of a tempest arising
Or a ship warned too late.
Now we're hearing a ship
And her cries of appeal
Of the wave-wrecked reef.
That is clutching her keel.
Ah! Her set is now still;
Not a spark rents the air,
And we dream of the story
Of death and despair.
We think of a face—
He—a pal to my death;
It is hard to believe
He has breather his last breath
He's a man among men,
E'en the Devil's defied;
He has now met his God
As the wireless men died.

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aboard the ill-fated vessel. One additional boat was later picked up containing the lifeless body of one of the ship's officers.

Immediately after the first boat came ashore instructions were flashed from all coast stations to search for other survivors and wreckage. Several steamships were passing up and down the coast in the vicinity, but a careful search met with no success.

How Marconi Operator Chamberlain met his death is not known. His body has not been recovered so it is supposed that he was in one of the four lifeboats which overturned or that he stood by the ship with his captain when she settled beneath the waves.

The Roanoke, which was his first permanent assignment, had been engaged in the passenger trade for many years Chamberlain joined her on April 23, when she touched at San Francisco on her last northbound voyage, and was given a permanent assignment after having proved his ability through filling various temporary vacancies. On the ill-starred trip to Valparaiso she was to be operated as a freighter and the operator in charge desiring leave of absence, Chamberlain was selected to take charge of her apparatus during the voyage.

He was twenty years old and resided with his parents at Sawtelle, Cal., of which State he was a native. Expressions of deepest sympathy from the Marconi officials have been extended to the faithful operator's parents.

HEROES OF THE ALAMO

HIGH praise for the courage and efficiency of Marconi operators was received by the Marconi Company following the towing to port of the steamship Alamo which lost her rudder 130 miles northeast of Cape Hatteras on March 19, and drifted about at the mercy of the sea. In this emergency P. E. Abbott, first operator, and Marcel Mourey, his assistant, lived up to the traditions established by Marconi men by sticking to their posts despite terrific gales.

They succeeded in summoning the Coast Guard Cutter Onondaga which towed the Alamo to New York, reaching that port on March 25.

"I wish to express my sincere appreciation of the noble work performed by the Marconi Company through their radio operators * * * on the Mallory Liner Alamo during her eventful cruise of the 19-25th" wrote J. F. Means, manager of the Empire Oil Works, Oil City, Pa., "these young men mantully performed their duties under very trying circumstances. Mr. Abbott, as chief operator, stuck to his post during the severe gale of the 22d and was untiring in his efforts to keep in touch with the vessels which were searching for the Alamo. The cool and cheerful attitude of both young men greatly aided Captain Congdon * * * and as assistant operator, Mr. Mourey cannot be too highly praised.

"My wife joins me in this expression of gratitude to Messrs. Abbott and Mourey for the service so nobly rendered and the courtesy extended to all the passengers."

In response to this letter Mr. Nally wrote:

"We are becoming accustomed to the truism now often repeated—'Marconi men and Marconi apparatus never fail,' and humanity's debt to Marconi continues to grow."

From Charles D. Noyes, president of the Norwich (Conn.) Bulletin came this tribute:

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"Mrs. Noyes has just arrived home after a very unusual and thrilling experience on the steamer Alamo. * * * Once again the wireless showed its great value in such an emergency and Mrs. Noyes has asked me to acknowledge it in her behalf. The two operators * * * showed themselves to be wonderfully efficient and fully equal to the emergency. They won their way to the hearts of the passengers by their manly bearing and courteous manner and their * * * knowledge of their business.

"I feel that a great injustice would be done were not the faithfulness and constant attention to duty of the two operators * * * brought to your attention. There was not a moment of relaxation on the part of either of them. Both * * * instilled a vast deal of confidence by their cheerful and optimistic conduct. Especial commendation is due to the senior operator, Abbott. Even when absolutely physically exhausted due to his long vigil * * * he refused to retire to his stateroom and simply rested on the hard benches in the smoking room within the instant call of his junior then on duty."

"Mr. Nally responded as follows:

"We are indeed proud of the young men who represent the Marconi organization upon the high seas and whose first thoughts in emergencies such as befall the Alamo are for the safety and comfort of distressed passengers.

"We are grateful that the anxiety of all was materially lessened by the invention of Marconi and the loyal men who care for it and it is to be hoped that the fidelity and manly conduct of Messrs. Abbott and Mourey will never be found wanting in the organization you are so appreciative as to commend."

AN INTERESTING NEW BOOK FOR TELEGRAPHERS.

Mr. Jeff W. Hayes, the well-known old-timer and author, has just brought out an interesting and unique volume of telegraphic stories, which no doubt will meet with a hearty reception in the ranks.

It is some years since a book of this character made its appearance, and the fact that such books do appear once in a great while is evidence that operators have not yet lost their appreciation of telegraphic literature of the lighter vein.

It has the unique distinction of being at once personal and impersonal. There are many pages containing facsimile reproductions of the signatures of officials, managers, operators and other employees in many of the large offices in the country and of other persons who were formerly in the telegraph service. This feature of the book gives it a distinctive and personal character, and it is certainly interesting and "catching." Throughout the pages are scattered half tone portraits of many well-known old-timers.

The stories are, in the main, new and relate to western life and experiences, many of the contributors being well known to the telegraph fraternity and acknowledged reputation as writers. Interspersed throughout the book are several poems which will appeal to those of a poetic nature.

The autographs fasten the attention of the reader and recall many pleasant memories and experiences over the wire in years gone by. Many of the names are familiar and make a character study of deep interest.

The price of the book is $2.50 per copy and copies may be obtained by addressing J. W. Hayes, 95 West Maumee St., St. Adrian, Mich. Special price of $2.00 to Marconi employees.

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GOLD BADGE FOR PATRICK J. COLLINS

IN recognition of his services in behalf of the fire department of Roselle, N. J., Patrick J. Collins, chief of the Marconi fire department at Aldene, was presented with a gold badge on April 5. Collins expressed his thanks for the gift in a few gracious remarks. The presentation was made by Richard W. Low at a smoker and vaudeville entertainment held under the auspices of the Roselle firemen at the Roselle Borough Hall Auditorium.

Collins was born in New Town Sandes, County Kerry, Ireland, March 10, 1870, coming to Elizabeth when he was four years old. He entered the wireless field in Jersey City in July, 1908, and has been a member of the Marconi service since 1910.

He has taken keen interest in athletics for a number of years and was at one time a prominent member of the Pastime Athletic Club of Elizabeth, being chairman of its athletic committee and acting as coach of the contestants in the racing events. He himself has a good reputation as a runner. His first race was at Florida Grove, Perth Amboy, in 1888. This contest was a 100-yard event which he won. From 1888 until 1893 he competed in various events, winning 152 gold and silver medals and many cups and other prizes.

P. J. Collins

Under his management the Marconi base ball team has made an excellent record and it was through his efforts that a benefit game for the Roselle fire department was held last season.

BRADFORD SAVED FROM GROUNDING

Prompt assistance in despatching tugs to the rescue of the Standard Oil ship Bradford, adrift outside the channel through an accident to her rudder, is the service performed by Marconi wireless at San Francisco on the evening of March 21. Quick action saved the vessel from stranding on the shore, her perilous position being remedied after experiencing nothing more serious than a severe bumping on the rocks.

The SOS call sounded at 7:21 P. M.; San Francisco, the station called, answering immediately. The Bradford flashed back with a report that the steering gear had broken down in the north channel and requested that a tug be sent immediately. Instruct-

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ing the steamers Frank H. Buck and the Lurline to stand by, the San Francisco station operator telephoned the tug boat company for the assistance requested. Ten minutes later the Bradford sent a rush service asking for four tugs, which instruction was also immediately forwarded. Word came by wireless that the Bradford was "bumping badly on the rocks."

Assistance, however, was at hand then and at 8:55 P.M., an hour and a half after the call for assistance was given, a wireless message reported the vessel was out of danger and anchored for the night.

EASTERN DIVISION NOTES

James A. Kennedy has been transferred from the Auditing to the Purchasing Department to fill the place left vacant by the resignation of Samuel Singer.

R. H. Poling and H. A. Carder have been assigned to the St. Louis of the American Line. Poling, by the way, has the distinction of being the first operator of this division to rise to the $1,000 insurance class after filing an application calling for $500 insurance. His fifth year of service was completed in May.

A. S. Cresse has been assigned to the Camino.

F. E. Leach, a graduate of the school, is making a trip to Italy on the Caprera.

A. Rosenberger, who was formerly in the Southern Division, has been placed on the Buccaneer. This ship has just been equipped.

W. S. Fithian relieved D. Levin on the Louisiana. Levin is now on the Atlantic.

A. G. Berg is on the Suruga, a newly-equipped ship bound for Australia.

J. P. Eckhardt has returned to New York on the Monterey. Eckhardt was on the S. Y. Casiana, stationed at Tampico, for a year. Peter Podell, formerly senior operator on the Monterey, has taken Eckhardt's place on the Casiana. Eckhardt will remain on the Monterey.

A. H. Baker has been re-employed. He is junior on the Evangeline.

Perry Harrison has returned from Chicago where he has been visiting relatives. He is now on the Yaguez.

J. R. Joiner is making a trip to South America on the Charlton Hall.

Lester Brown is on the Caloria, a Standard Oil ship.

D. B. Templeton, from the school, is junior on the El Siglo.

F. H. Gardner is junior on El Oriente. Gardner is a graduate of the school.

J. A. Jackson has been assigned to the Shimosa, one of our new ships.

A. Schneider is on the D. N. Luckenbach.

E. H. Bootes, who has been re-engaged, is on the Lampasas.

G. B. Saunders of the Boston District has been placed on the New York, a new ship of the Texas Company.

C. A. Werker has re-entered the service. He is on the Alamo. W. P. Doty, who is from the school, is junior.

A. E. Hapeman and W. C. Graf have been changed. Hapeman takes Graf's place on the Apache and Graf takes up Hapeman's duties on the Comanche.

J. E. Doyle is on the Matinicock of the Standard Oil Company.

W. W. Rich has been re-assigned to the yacht Corsair which has just gone into commission.

F. E. Zahn has re-entered the service. He is attached to the Currier.

W. I. Little is on the Belfast.

C. R. Crosby is on the Nacoochee.

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SPARKS FROM THE SOUTHERN DIVISION

We wish to express our deepest sympathies to H. Kruhm, junior operator of the Juniata, for his bereavement in the loss of his mother on May 16.

S. H. Griffin recently relieved L. W. Passano as junior operator on the Suwannee. Passano was assigned to the Essex as senior operator.

H. G. Hopper, recently senior operator of the Gloucester, has been transferred to the Goldshell at Newport News, Va., relieving operator Michaels. Hopper was relieved on the Gloucester by W. E. Neumann, recently of the Norman Bridge.

The old adage, "They all come back," has again asserted itself owing to the return of K. Merritt McBride, recently assigned to the Gloucester as junior operator, relieving W. R. Black.

William B. Hatch was recently relieved on the Quantico as senior operator by A. Tomasso. John McCloskey, a new man in the service was assigned as junior, relieving operator Helgeson.

F. A. Savage was recently transferred from the Toledo to the Moreni. He was relieved on the Toledo by P. Fretz, from the Delaware Sun.

J. T. Portman has been assigned to the Delaware Sun, relieving operator P. Fretz.

E. G. Maxwell has been assigned to the H. H. Rogers, a new tanker just completed at the Newport News ship-yard. Maxwell was transferred from the Nantucket.

J. F. Furst, a former Marconi operator, has returned to the Marconi service and was assigned to the Powhatan as junior operator relieving operator Kane.

J. F. Wyble, local construction engineer, recently completed the installation on the Galgary, of a ½ k.w. panel set. No operator has as yet been assigned. Mr. Wyble also installed a similar set on the steamer Munplace of the Munson line. Operator J. E. Kane was assigned to this vessel.

M. C. Morris, Construction Engineer of Philadelphia, is equipping the H. H. Rogers, at Newport News, Va., with a 2 k.w. panel set. E. G. Maxwell will be assigned as operator.

GULF DIVISION "STATIC"

P. E. Cassells has been detached from the Olivette and assigned to the carferry Henry M. Flagler as operator-purser Cassells had been attached to the Olivette for the past two and one-half years.

O. Reynolds has been transferred from the Miami to the Olivette as senior. Geo. E. Abrams, a new man in service,, has been assigned to the Olivette as junior, relieving C. B. Ellsworth, dismissed.

The Miami has resumed her regular summer schedule between Key West and Havana. While on this run but one operator is required, this position is being filled by D. R. Villareal.

Augusto Lizarraga, a Mexican operator, has been assigned to the newly-equipped steamer Jalisco of the Mexican Navigation Company. R. A. Gardner, who was in charge of the Jalisco on her run from the ship yards to New Orleans has been transferred to the Alabama of the Eastern Division, relieving J. H. Uhalt, who resigned from the service on account of bad health.

E. Du Treil and S. C. Hymel, both new men in the service, have been assigned to the newly-equipped steamer Dade, under charter to the Wolvin Line. The Dade will ply between

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Gulf and Mexican ports.

R. E. Dale has been assigned to the Panuco, relieving L. L. Lynn who has returned to the Great Lakes Division.

Inco No. 1, the first of the Inland Navigation Company's fleet of barges, recently arrived at New Orleans on her maiden voyage. The equipment on "The Crab," as Inco No. 1 has been dubbed by the dock-workers, is in charge of Operator A. Cruttenden.

"Inspector No. 47", who last month bought out a furniture store, has now taken unto himself a parrot! Both are doing nicely, thank you.

J. B. Swift, a new man in the service, has been assigned to the Brunswick. G. S. Rowe is senior.

James Washington Beasley Foley, the old reliable night operator at Port Arthur station, is the discoverer of a new brand of radio interference.

The other night after he had filled up his log-sheet with the notation "Interference — Someone testing", Foley discovered that all of the buzzing in his 'fones was caused by a poor, lonesome mosquito, one of the "Texas Ranger" type, that had lost its way in one side of the head-fones Foley was using.

STAFF CHANGES ON THE GREAT LAKES

F. G. Siegel has started the season on the Ashtabula as purser and operator.

A. J. Main has resumed his duties as second at the Cleveland station.

Detroit is back in commission. W. H. Jones has resumed charge, with a new second trick operator, L. C. Chapman, formerly on the D. & C. Line.

Buffalo went into commission the latter part of April, with E. C. Wahl as night operator.

Ashtabula went into comission the latter part of April, with George Commerford in charge.

Superintendent of Construction A. E. Jackson, with Installer E. I. Deighan, have been in Port Huron equipping the Port Huron & Duluth boats.

C. D. Heinlen advises that he is well satisfied with the new equipment and his new quarters on the Lakeport.

Wm. Kunner is on the Eastern States, which was the first boat to make the Detroit to Cleveland trip this season.

The steamship City of Buffalo started on the Cleveland to Buffalo run after a few trips to Toledo. Geo. Aldrich is in charge, with E. H. Swanson, a new man in the service, as relief operator and cashier.

The City of Erie went into commission the latter part of April, with Willis Beltz, a new man in the service, temporarily in charge.

H. C. Rodd has reported to the yacht Nokomis.

Duluth went into commission the 1st of April. O. R. Redfern is back on the job, with E. W. Schulthise as second. Mr. Redfern has just completed an equipment on the barge Limit. H. S. Winbigler, a new man in the service, is on the Limit.

SAN FRANCISCO STAFF CHANGES

The steamer Alliance on the San Francisco-Mexican route left port a few days ago with operator J. M. Chapple in charge and Geo. Street, a new acqusition, as junior. The run is a nice one and gives the men an opportunity to study the static separator question.

J. F. Woods, our premier newspaper man, was assigned as temporary assistant on the steamer Bear at

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Portland on April 29., relieving operator B. H. Linden, who has been transferred to Chief of the Rose City, which is expected to go into commission right away. In addition to Linden, the Rose will carry as assistant W. P. Schneider. Mr. Schneider is one of the high power men recently detached from Marshalls.

The new city office at Ketchikan, Alaska.

The good ship Breakwater, a local coaster, is carrying M. A. Svendsen, another temporarily detached high power man. This vessel, which has the habit of negotiating every bar on the California and Oregon coast is especially adapted for a "landlubber."

H. W. Underwood, a former Great Lakes man, is now in charge of the steamer Centralia, bound from San Francisco to Balboa via Mexican ports. The record of this celebrated little vessel while in the static region is some 445 miles according to the previous operator, that is, for direct work. Mr. Underwood promises he will overcome this lead or disappear as a static discharge in the attempt.

E. O. Mohl, former wireless operator and purser of the Enterprise, is now in charge of the Congress, with N. J. Marthaler as assistant.

Robert Teesdale was recently assigned to the Hermosa, running between East San Pedro and Catalina Island exclusively. This is Mr. Teesdale's first assignment with us.

H. W .Everett, in charge of the Marconi plant aboard the Korrigan Third in Mexican waters since June 8, 1914, has replaced R. A. Germon as operator in charge of the Jim Butler. The Korrigan Third has been temporarily dismantled and taken as a Mexican gun boat. Mr. Germon is

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spending his vacation with relatives in British Columbia.

E. Diamond left San Francisco on April 25, in charge of the Paraiso, bound for South America. The Paraiso for the past few months has been running regularly between San Francisco and Chilli.

E. M. Sutton and O. C. Belding are acting first and assistant on the Peru, San Francisco-Panama route.

F. Wiese and J. A. Benn sailed on the San Jose as chief and junior respectively, leaving San Francisco on May 2, for Balboa.

The Republic, formerly the Walkure and sunk at Papeete during the English-German naval engagement, has been equipped with Marconi apparatus and is due to sail shortly for the Orient with operator O. Mock in charge.

The steam schooner Nann Smith, with operator J. W. Russell in charge, left San Francisco for the Orient during the early part of April. When out of relay range this vessel worked direct with our San Francisco station up to a distance of 2,250 miles. She is equipped with a 1 KW United and a ½ KW Marconi panel. Everything considered, it's some working.

B. C. McDonald, formerly of the Hormosa, has replaced P. J. Townsend, resigned, at the East San Pedro Station.

On last reports the steam yacht Cyprus was off the coast of Chilli. Operator S. J. Schmeling is enjoying the scenery immmensely and hopes to see enough of the various lands and cannibals to last a lifetime.

SEATTLE STAFF CHANGES

W. C. Chamberlain, formerly of the Humboldt, has been assigned to the bark Berlin.

E. K. Hawkins is now assistant on the Humboldt.

V. I. Kraft, ex-Marconi man, has returned to the service, being assigned to the construction force.

W. E. Price, of the school, has been assigned as assistant on the Curacao.

C. M. Morenus, late of the school, has been assigned to the City of Seattle.

A. E. Marr, after a long period on the tug Wallula, has been assigned to the Umatilla.

Mr. A. W. DeSart, Seattle shop foreman, has assumed the duties of acting district superintendent.

MARCONI, CAL., HIGH POWER NOTES

Roy A. Weagant, chief engineer, paid us a flying visit recently and was accorded a warm welcome. Most of his time was spent in the operating room in an endeavor to increase the efficiency of the set; the static elimination developments are awaited with interest.

'Sheck' is remarkably busy nowadays acquiring an education. At least, his frequent visits to one of the Marshall school ma'ams would appear to indicate as much.

The laugh this month is on 'Alternating Current' Forbes, now at Bolinas. Strolling by the tennis courts the other day he happened to discern a rattlesnake near by. After jumping six feet into the air (a modest computation) he rushed off to the power house to get a gun and when he returned the snake had vanished. He surmises that perhaps it was only a gopher snake, at that.

Tennis is becoming increasingly popular just now and if any of our San Francisco office friends think they can trim us, we extend to them a very cordial invitation to come and try.

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OF AMERICA

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Books on Wireless

A list of some of the best books pertaining to the wireless art. We have made arrangements whereby we can supply our readers with any book on wireless published in America at regular published price. We can also import on order any book published abroad. **Send us your orders. They will receive prompt attention.**

	Pub. Price Postpaid	With one Year's WIRELESS AGE
YEAR BOOK OF WIRELESS TELEGRAPHY (1915) pp. 1000. Contains a yearly record of the progress of wireless telegraphy; complete list of ship and shore stations throughout the world, their call letters, wave-lengths, range and hours of service, and articles by the greatest authorities on vital questions	$1.50	$2.25
HOW TO PASS U. S. GOV. WIRELESS EXAMINATION. 118 Actual Questions Answered. 72 pp. E. E. Bucher. The greatest wireless book ever published for amateurs and prospective wireless operators	.50	1.75
LIST OF RADIO STATIONS OF THE WORLD. 220 pp. Compiled by F. A. Hart, Chief Inspector of Marconi Wireless Telegraph Company of Am., and H. M. Short, Resident Inspector U. S. A. Marconi International Marine Com. Co. The only complete authoritative call list published	.50	1.75
HAND BOOK OF TECHNICAL INSTRUCTIONS FOR WIRELESS TELEGRAPHISTS, pp. 295, Hawkhead, J. S. Covering principally the practice of the Marconi Co. abroad and elementary explanation of the underlying principles	1.50	2.50
TEXT BOOK ON WIRELESS TELEGRAPHY, pp. 352. Stanley, R. A. text book covering the elements of electricity and magnetism, with details of the very latest practice in wireless telegraphy in European countries—recommended to all workers in the art of radio telegraphy	2.25	3.25
PRACTICAL USES OF THE WAVEMETER IN WIRELESS TELEGRAPHY. Mauborgne, J. O. Originally compiled for the Officers of the U. S. Signal Corps; comprises an explanation of the use of the wavemeter, the most complete publication on the subject so far produced	1.00	2.25
EXPERIMENTS. New, pp. 256. Edelman, Philip E. Practical, up-to-date information for building simple, efficient apparatus at small cost for conducting tests and experiments for establishing a laboratory..	1.50	2.50
HOW TO MAKE A TRANSFORMER FOR LOW PRESSURES, pamphlet. Austin, Prof. F. E. For Amateurs, showing how to construct a Transformer with an efficiency of 85% to 90%	.25	1.60
HIGH PRESSURE TRANSFORMERS, pamphlet. Austin, Prof. F. E. Directions for designing, making and operating High Pressure Transformers, with numerous illustrations of actual apparatus	50	1.85
LESSONS IN PRACTICAL ELECTRICITY, pp. 507. Swoope, Walton C. Published by the Spring Garden Institute for use in its evening classes in practical electricity. It is one of the most popular works on practical electricity covering as it does principles, experiments and arithmetical problems.—401 illustrations	2.00	3.00
THE WIRELESS TELEGRAPHISTS' POCKETBOOK OF NOTES, FORMULAE AND CALCULATIONS, pp. 347, Dr. J. A. Fleming. Bound in full flexible, rich blue leather, stamped in gold, with round corners and gold edges. A book of practical working formulae and calculations for the student of radio telegraphy. Bound to be considered an indispensable part of the working equipment of every wireless student	1.50	2.50
WIRELESS TELEGRAPHY, pp. 443, 461 illustrations, by Dr. J. Zenneck. Translated from the German. The work is the most scientific and thorough that has appeared on this subject. It covers all phases from physical principles to finished commercial apparatus	4.00	5.00
PROCEEDINGS OF THE INSTITUTE OF RADIO ENGINEERS, edited by Dr. Alfred N. Goldsmith. Nos. 3 and 4—1913; Nos. 1, 2, 3, 4,—1914, and Nos 2 and 4 for 1915 sold singly at $1.00 each. Volumes II (1914) and (1915) Bound in Buckram, $5.00 each	6.00	7.00

Send Orders to **The Marconi Publishing Corporation,** 450 4th AVENUE, NEW YORK, N. Y.

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MARCONI SERVICE NEWS

Vol. 1. No. 7. July, 1916

Published at 233 B'way, New York. Edited by J. Andrew White.

ACCIDENT INSURANCE FOR OPERATORS

It gives me much pleasure to announce an extension of the Company's Insurance scheme which became effective April 1st, 1916. As a further mark of appreciation for the work performed by our ship operators, the company desires to provide some protection for them until such time as they are eligible for regular life insurance, and it has therefore arranged with the Ocean Accident and Guarantee Corporation, Ltd., to furnish without expense to ship operators not insured under the Company's life plan, a $500.00 Accident Insurance policy.

The policy will be valid for one year, and cover loss of life, both hands, both feet, one hand and one foot, or the sight of both eyes, by accident, in the amount of $500.00.

Should the operator, upon passing into the Life Insurance class desire to continue the accident policy, arrangements have been made whereby he may do so at exceptionally low rates.

It is necessary for each ship operator, *of less than one year's service,* to fill out an application form, in which the insured may name his own beneficiary. A service form properly filled out should also accompany the application form.

Should a ship operator leave our employ before completing one year's service, the policy will be terminated. Each new ship operator should be required to fill out accident insurance papers, immediately upon entering the service.

Yours very truly,

E. J. NALLY,
Vice-President and General Manager.

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THE COMPANY'S POLICY ON THE CALL TO THE COLORS

The Marconi Wireless Telegraph Company of America considers that by reason of its nation wide activities and its peculiar adaptability to the nation's needs—perhaps greater than that of any other civil institution—it should be considered an arm of the government and in time of national stress or peril should hold itself in reserve subject to government orders and control.

Already it has enrolled many of its rank and file as a naval reserve, having several months ago furnished the Navy Department a complete list of its employees, segregating them according to rank and experience, with particular reference to their ability to serve the country in time of war in the manufacture, supply and operation of radio apparatus.

Having done this for the Navy, the Marconi Company is desirous of likewise serving the Army, and to the extent that it can supply capable and expert wireless men without weakening the organization it is holding in reserve for the Navy, it will be glad to do so.

Subject, therefore, to above conditions, the Marconi Company will give its consent to any employee who may wish to volunteer for service or who may, by reason of his membership in the National Guard be required to heed the call to serve the country on the border or in Mexico, or wherever the Government orders; and in every case where the applicant meets the usual requirements and can be spared, the Marconi Company will keep his position open and allow him half pay until January 1, 1917. After January 1, the matter will receive further attention.

Employees of over one year's service, temporarily transferred to Government service will continue to be protected under the Marconi Company's life insurance plan, and such absence from the Marconi Company will not interrupt the continuity of the employee's service and seniority benefits.

Until January 1, 1917, the Marconi Company will waive the usual fee charged students in its wireless school and will instruct them without cost. The usual summer vacation will be dispensed with and the wireless school, located in the Edison Building, Duane and Elm Streets, New York, will be continued with interruption. Applications from students will be received, commencing Wednesday, July 5th.

E. J. NALLY,
Vice President and Gen'l. Manager.

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Advice on Abstracting

Conducted by *C. F. Krauter*

Operators are cordially invited to direct questions to this department, which is designed to clear up all points pertaining to the making up of abstracts.
Questions on technical matters will not be answered.
The Operator's name and division must accompany each inquiry, but will not be printed.

A.W.S.—What are the charges, if any, on traffic relayed for and by the Tropical Radio Telegraph Co.?

Ans.—When a message originating on one of their ships is destined for one of our ships or to or through one of our coast stations, only one radio charge will be made regardless of whether the message is relayed or not, i.e., in the case of a message destined to one of our ships (but not sent through one of our coast stations) only our ship charge would be applied, and when destined to or through one of our shore stations, only the coastal rate of the station is to be applied regardless of the fact that the message may have been relayed to our coast station by one or more of our ships.

On messages from ships through a coast station to another ship, both the coast station charge and the ship charge is applicable.

When one of our ships acts as a relay point between two of their ships or between one of their ships and one of their coast stations, our ship charge will be applied as a relay charge; and when one of their ships acts as a relay station between two of our ships or between one of our ships and one of our coast stations, their ship rate will be applied as a relay charge.

The foregoing does not apply to messages for the U. S. Weather Bureau (which will be relayed free of charge) and is irrespective of our reciprocal ship-to-ship free "MSG" arrangement.

R.J.—Who operates the Ramos, Aloha and Eocene please?

Ans.—National Electric Signaling Co., A. C. James, and Standard Transportation Co., respectively.

J.M.P.—Is the Atlantic Communication Co. operating any other ships than the following?

City of Everett
Herman Frasch
Rayo
Socony
Sialia

Ans.—No.

Jed.—What account should I debit and credit on traffic exchanged with Curacaco?

Ans.—Dutch West India Government.

J.W.—Are radio tolls applicable on messages received from affiliated company's ship stations, addressed to Manager, Marconi station, giving position of ships?

Ans.—No.

Chas.—Will you kindly confirm my understanding as to the fact that free ship-to-ship MSGs are permissible between National Electric Signaling Co. ship stations and vessels operated

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by this company.

Ans.—Only between sound steamers, i.e., Eastern S.S. Corporation, New England S.S. Co., Colonial Navigation Co., etc.

Tony—what taxes are applicable at New Caledonia, for the exchange of radiograms?

Ans.—The coast tax on traffic via Noumea is 8c. per word, no minimum.

The interior tax is 2c. per word, no minimum.

This station only exchanges traffic with ships at sea and in the near future will communicate with the station in process of erection at New Hebrides.

The radiotelegraph tariff has not yet been decided upon by the authorities of Condominium.

New Caledonia's only connection with other telegraph systems of the world is via the cable at Bundaberg (Australia). The charge between these two points being 15c. per word, therefore cable rates from Noumea are those from Australia out, plus the rate from New Caledonia to Bundaberg and the interior tax of New Caledonia, i.e., 17c. per word.

McInnis—What ship tax is applied by vessels of the National Electric Signaling Co.?

Ans.—3c. with two exceptions, the Ramos and Zealandia being 4c.

Grant—How is the accounting done on an MSG originating on one of our ships on the Great Lakes sent via a Canadian Co. coast station destined for a city in the United States where we maintain a coast station, when it is forwarded by radio instead of land-line?

Ans.—On MSGs sent from our ship stations to Canadian stations, the Canadian Company is to be credited with 3c. per word coast tax, plus the established O. L. rates, irrespective of whether the Canadian coast station forwards the message over the land line or transmits it by radio to one of the American Company's stations.

CONDOLENCE EXPRESSED TO CHAMBERLAIN'S PARENTS.

Appreciation of the faithful devotion to duty which ended in the death of George Ernest Chamberlain, lost in the wreck of the Roanoke off the California coast on May 9, has been recorded in a letter from General Manager Nally to Mr. and Mrs. S. R. Chamberlain, of Sawtelle, Cal. The letter follows:

"I have heard with deep regret of the sad death of your son, who lost his life in the discharge of his duties while assigned as radio operator on the S. S. Roanoke of the North Pacific Steamship Company.

"We know there is little we can do to assuage the grief which is yours, but if there is any comfort in the thought that the memory of our wireless heroes is treasured throughout the Marconi service please accept from this company its deep appreciation of the services rendered by your son and the sincere sympathy of all who have been his co-workers."

MARCONI EXCURSION.

A movement is on foot at the head office to hold an employees' outing some time in August which will give all in New York and vicinity an opportunity to get together. Details will be announced in our next edition.

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BRASS TACKS, *DRIVEN BY C. J. ROSS*

PREPAREDNESS

The lights were brightly shining 'long the Great White Way,
The cafes were crowded with diners out at play,
When there came a call for soldiers—suddenly from out the East—
And it came without a warning, breaking right in on the feast.
So they drank another bumper, rising up with a wonderous cheer,
—And they're crowdin' one another to be first to answer HERE.

It's great to be all ready when the bugle rends the air,
And it's great to throw your chest out on parade,
It's great to watch the people as they proudly at you stare,
Never thinking that perhaps you are afraid.
There's not a man can guess the secrets that your conscience knows,
You can make them think that you are what you're not,
But where you're going, soldier boy, you can't depend on clothes
You've got to be
Johnny
on
the
Spot.

There's another call awaiting YOU—a call from further East—
It too is coming suddenly, when you expect it least.
And there'll be no fancy uniforms, there'll be no big parade,
There'll be no crowd that you can make believe you're not afraid.
Your conscience, the great Auditor, will be the only one that's near
And you'll need his o.k. badly when you're called to answer HERE.

It's great to be all ready when the bugle rends the air,
And it's great to throw your chest out on parade,
It's great to watch the people as they proudly at you stare,
Never thinking that perhaps you are afraid.
There's not a man can guess the secrets that your conscience knows,
You can make them think that you are what you're not,
When you answer to the first call, but when the final bugle blows,
You've got to be
Johnny
on
the
Spot.

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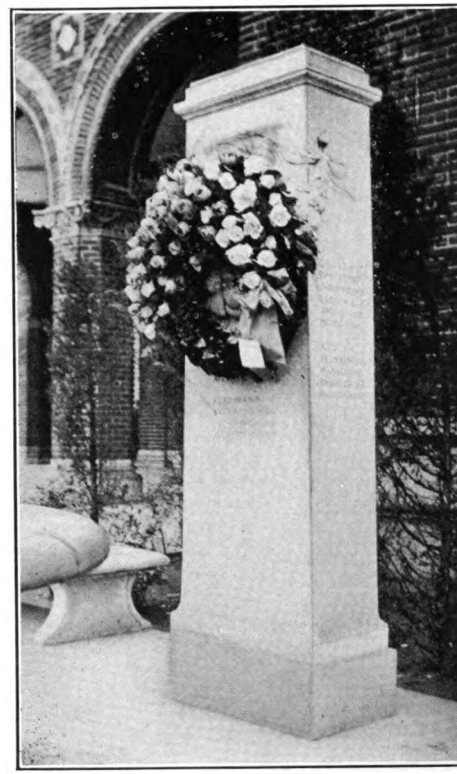
WREATH FOR WIRELESS OPERATORS.

On Memorial Day, May 30, the Marconi Wireless Telegraph Company inaugurated a fitting and beautiful custom by placing a wreath on the monument in Battery Park, New York, to the operators who have given their lives in the service of the key. Year by year the sea has taken its toll of wireless men and as yet not one has failed in time of crisis to pay the last full measure of devotion. In honoring such fidelity and sacrifice, the company honors itself.

At about ten in the morning a committee consisting of R. F. Miller, and M. H. Paine, both formerly active operators placed on the shaft the wreath given in the name of the Marconi Company by Edward J. Nally, vice-president and general manager. It is expected that the custom will be continued hereafter, annually on Memorial Day.

The monument was dedicated on May 12, 1915, with impressive ceremonies in which Commodore Fred B. Dalzell of the Maritime Association and Acting Mayor McAneny participated, assisted by clergymen and uniformed men of the United States Navy. Upon the column behind the fountain are inscribed the names of the men for whom it was erected, with a space for others whose deeds will call for commemoration in the years to come.



The Memorial Wreath on Wireless Operators' Fountain.

SERVICE EFFICIENCY

Some little misunderstanding has been noted with several of the points mentioned in the article entitled "Service Efficiency" in the March number. The writer will therefore deal briefly with that part of our operators' duties covering the counting of messages as per Regulation 73, chapter xi, General Orders, and particularly as regards the counting of the station of destination.

To quote from the above mentioned article: "The correct word counting of messages appears to present some difficulty to a number of our men.... A regular stumbling block is the counting of the office of destination. This should always be counted as one word."

The method of counting and charging for wireless messages is accord-

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ing to "Cable Count", which means, all written in the address, text and signature is to be counted and charged for. According to International Telegraph Convention rules, as well as the Company's General Orders, the number of words counted for purposes of charge shall include all that the sender writes on the telegraph form to be transmitted. In the address the name of the telegraph office of destination including any indication of the country or district to distinguish it from other offices of the same name, is counted and charged for as one word, irrespective of its length. The operator should join up the words composing the name of the office of destination and signal it as one word."

Upon investigation it is found that the majority of places in the United States call for the addition of the State to distinguish them and for the sake of uniformity it is the rule to so add the name of the State in all cases.

At land stations where connection is made with the American landline company, some method of dealing with traffic so that the two systems may not conflict has to be followed, and for the guidance of operators at those stations it is pointed out that the placing in brackets of that part of the office of destination denoting the State, is all that is necessary to ensure the adjusting of the difference and at the same time promote harmonious working.

I am again reluctantly compelled to mention the fact that many of our operators are apparently unfamiliar with the Company's General Orders, and to those men in particular I would advise they become better acquainted with the Rules and Regulations, for only by so doing can we hope to attain an efficient service.

H. CHADWICK.

GREETINGS FROM A GROUCH

I have been told by some of the boys that operators going by WST think that "NC" delights in "piping 'em down." So here are a few words from one whom the boys at sea have no doubt pictured as an old crab or an individual with a chronic grouch.

The idea of the "gang" at WST telling you to QRT or "cut it" when you were about to indulge in QRB, QRA, QRD and the like, is to cut down interference. We have four busy stations in daylight range: NAR, VPN, M and WPD and I'm sure that is enough QRM without any unnecessary signals from ships. If ship operators would only carry out General Order 40, Spec. Orders 21, 28, 32 and 41, unnecessary QRM would become ancient history. But alas, such orders seem to slip their mind.

Another bad habit is for operators to continually call one station. If one cannot be raised, why not try another?

It appears that ship operators do not adjust their detectors to a sensitive degree. Others, before calling, do not listen in long enough, to ascertain if others are working.

I find the greatest amount of QRM is caused by long and frequent calls for ship and shore stations.

When this station is trying to clear ships in the West Indies, and ships who are within daylight range call us, we cannot be blamed for saying unkind things. Even though these don't get out into the air.

A hint to new men in the service—be careful what ships you relay your traffic through. I have often heard our ships relaying via United Fruit Ships. They charge eight cents a word and a few such messages would soon put a crimp in their check.

F. CHAPMAN.

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THE NEW GULF SUPERINTENDENT

The career of Julius Arnold Pohl, superintendent of the Gulf Division, is typical of the rise of many of the Company's best officials who have worked their way up from the ranks, except that Mr. Pohl varied the usual program with an enlistment in the Navy.

Born in Texas on June 24, 1889, he made his acquaintance with the key in the service of the Western Union, which he entered as a messenger-boy. Naturally young Pohl began to practice the Morse code on a home-made telegraph line and in due course became a telegraph operator. In 1906 he became interested in wireless. About the same time the old American DeForest company decided to erect a station at Port Arthur, Texas; Pohl joined the crew and when the apparatus had been installed, he continued to work at the station in the evening while learning the operation of the set. To use his own words, "wireless jobs are few and far apart in those days." So he joined the Navy and served on the battleship Ohio during the 'Round the World Cruise,' taking charge of the radio-telephone set of the warship.

After receiving his honorable discharge, Pohl went into commercial wireless with the United States, first at sea and later on a land station at Port Arthur. He was in charge of the station there when the Marconi Company took it over and in this way, joined the Marconi family. Five years later, in 1915, he was made superintendent of the Gulf Division.

Julius Arnold Pohl

SET LOANED TO MILITARY CAMP.

Through the courtesy of the General Manager a 2 kw. set will be installed at the official summer camp of the National Amateur Wireless Association at Birchwood Lake, Monticello, N. Y. The Fairbanks-Morse Co. has also donated a stationary engine for the current supply, and with this excellent equipment it is planned to establish the headquarters station as the sole means of communication with outlying points. Marconi employees and their families who desire to spend a pleasant and beneficial vacation period at this, the Interstate Military Encampment, at a cost of $4 to $8 per week, may obtain full particularsby addressing the National Amateur Wireless Association at 450 Fourth Ave., New York.

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VESSELS RECENTLY EQUIPPED WITH MARCONI APPARATUS

Names	Owners	Call Letters
Aloha (S. Y.	Commodore A. C. James	KYH
Hiram B. Everest	Vacuum Oil Co.	KRS
Brammell Point	Vacuum Oil Co.	KRO
Bayamon	Vacuum Oil Co.	KDX
Rawson	Oriental Navigation Co.	LML
Buyo Maru	Standard Oil Co. of N. Y.	JBY
Venezuela	Pacific Mail Steamship Co.	WBG
Columbia	Pacific Mail Steamship Co.	WBH
Ecuador	Pacific Mail Steamship Co.	WBN
Nevadan	Garland Steamship Corporation	WKZ
Westoil	Standard Oil Co. of New Jersey	KJT
Hazel Dollar	Robert Dollar SS. Co.	VEE
Mooremack	Moore & McCormack Co.	WCL
Gettyburg	Moore & McCormack Co.	Not assigned
Josephine (S. Y.)	Joseph Widener	KZU
Aztec (S. Y.)	A. C. Burrage	KZC
Tintoretto	Lamport & Holt	ZNM

EASTERN DIVISION NEWS

As a mark of respect to the memory of Mrs. C. J. Ross, wife of the auditor of the Marconi Wireless Telegraph Company of America, officers and employees of the company sent floral wreaths to her late home. One wreath was given by the Auditing Department and another by members of the various departments. The death of Mrs. Ross occurred on June 10.

Richard Douglas, of the Publishing Department staff, left New York on June 23 for Boston on call from the First Cadet Corps of that city, which, it is expected, will be among the troops sent to the Mexican border. Douglas was the first man in the Marconi service to be called upon to follow the colors as a result of the Mexican crisis.

George S. DeSousa, traffic manager, has returned from a two weeks' inspection trip in the Southern Division. New Orleans and Mobile were among the cities which he visited.

John J. Leary, of the Engineering Department of the English Marconi Company, was in New York recently on his way back to England from Solomon Island, midway between Samoa and New Zealand, where he supervised the installation of a naval wireless station for the British Government.

Charles S. Gould, operator on the Arapahoe, responded to the call to the colors on June 29, reporting for duty with the Signal Corps of Jersey City, in which he is a first class private.

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A fifteen-pound daughter was born to Mr. and Mrs. I. W. Roberts on June 23. Roberts is an accountant in the Maintenance and Repair Division, New York.

S. F. Booth is starting his career as a wireless man with a trip to Italy on the Sicilia. No doubt the souvenir craze will seize him when he gets to Genoa, just as it got to all the other men who have been there, and we can look for some unique little articles when he gets back. Booth was trained in the school.

C. E. Preiss is now junior on the Morro Castle.

A.E. Hapeman and G. J. Oschman are senior and junior, respectively, on the Caracas. Oschman has just re-entered the service.

G. D. Draper is handling the single man job on the San Marcos.

E. L. Petit has been transferred to the Platuria, running to Europe.

A. C. Jacobi, a graduate of the school, has been assigned to the El Dia as junior.

A. E. Voightlander has been engaged for duty on the Tormentor, a newly-equipped ship.

J. H. Rodenbach is junior on the Comus. Rodenbach's home is in New Orleans and he is now able to visit his folks regularly.

D. E. Sanders was assigned to the Ligonier by Superintendent Pohl. J. F. Flagg, who preceded Sanders on the Ligonier, is now on the Pioneer.

Geo. Emberton has returned from his trip to England on the Clearway. He is now junior on the Philadelphia of the Red D Line.

Miles E. Fultz has been accepted as a student at the Aldene factory. Fultz will take a four years' course at the factory and by the time he's through we suppose he will know enough to have R. E. signed after his name.

R. W. Rice is on the Belfast, of the Boston district.

R. B. Dudley, a new operator, is on the City of Rockland.

Guy Entwistle is on the Massachusetts.

A. D. Moulton and W. E. Florence are senior and junior, respectively, on the Bunker Hill. Florence is still feeling a bit upset over the misfortune that overtook him the other day. During the Bunker Hill's stay in port he borrowed See's motorcycle and went for a spin on Long Island. He forgot there were such things as policemen, which lapse of memory cost him $25 in the police court. No more motorcycling for Florence!

A. B. Nickerson, a new man, is junior on the City of Augusta.

N. W. Filson is on the Ransom B. Fuller.

George Abbott, the hero of the Alamo, is on the Guantanamo.

C. L. Fagan is senior on the Crofton Hall. C. M. Bush, a student, is junior.

C. V. McPherson and W. S. Terriberry, the latter a student, are on the Crispin, an English ship.

R. W. Leason has relieved J. A. Woltal on the Petrolite.

J. J. McLevey, a Pacific Coast man, is temporarily acting as senior on the El Rio. S. Hopko, a graduate of the school, is junior.

P. S. Lewis is on the Campana, a new Standard Oil ship.

A. J. Bates has re-entered the service. He is on the Georgia.

Jas. Boa was assigned as junior to the El Occidente upon his graduation from the school.

S. W. Young is on the Rawson, a newly-equipped ship.

L. Barriette, from the school, is junior on the Zulia.

W. O. Kay is junior on the Finland.

R.H. Aldrich has been engaged for service on the Harry Luckenbach,

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Aldrich was formerly in the revenue cutter service.

C. E. Heinline has been re-engaged for duty on his old ship, the Huron.

M. W. Grinnell is assisting Mr. Nicholls on summer construction work.

QRM FROM THE SOUTHERN DIVISION

F. Hovelsrud has been transferred from the Essex to the Healdton at Marcus Hook, Pa.

H. Kruhm, junior operator of the Gloucester has been transferred to the Juniata, relieving operator H. Gilbert, resigned.

Shorty Warner was recently transferred from the Christian Knudsen to the Dochra, being relieved on the Knudsen by H. A. Pendleton, of the Eastern Division.

S. Barton, junior operator of the Ontario, was recently assigned to the Sun at Newport News, Va., relieving operator L. J. Leitenberger, resigned from the service. Barton was relieved on the Ontario by J. M. Blake, a new man in the service.

H. M. Rodenbaugh, now coast station relief operator of the Southern Division, was relieved on the Cretan by W. O. Smith, formerly of the Marconi service.

C. S. Schramm recently re-entered the service and was assigned to the Alabama, relieving R. A. Gardner, who is spending a few weeks with his parents in Detroit.

H. S. Scherr, formerly junior operator on the Merrimack, has been assigned to the California relieving operator P. H. Singewald, who was in turn assigned to the Merrimack.

C. R. Lamdin, a new man in the service, was assigned to the Essex as junior, relieving operator F. Hovelsrud.

T. M. Stevens and E. M. Murray, recently made a trip south, visiting the Savannah, Jacksonville and Miami stations. During the trip, the wavelength for Press was changed from 550 to 450 meters, which it is believed, will cause less interference during Press schedules. Should occasion arise, ships can exchange traffic with any of our Southern Division coast stations on 450 meters.

Construction Engineer, J. Frank Wyble recently returned from Newport News, where he has been installing a wireless equipment on the British steamer Tintoretto, operators Arthur Gray and H. B. Whipple were assigned to this vessel as senior and junior respectively. Wyble also installed a ½ k.w., equipment on the Munsomo. W. F. Vogel commands the wireless room.

Construction engineer E. Michael Murray has just completed the installation of a standard 2 k.w. set on the Alamance. This vessel was formerly the Nevadan, of the American Hawaiian line and is now owned by the Garland Steamship Co. L. B. Robinson, junior operator of the Dorchester was assigned as operator. Murray later left Baltimore for Wilmington, where he will install standard 2 k.w. sets on the steamships George E. Paddleford and Pearlshell.

Construction Engineer Maynard C. Morris, has just completed the installation of a ½ kilowatt set on the steam yacht Josephine. This vessel is owned and operated by Joseph Widener, of Philadelphia. Morris recently equipped the Mexican ship Coahuila, with a 2 k.w. panel set. Operator J. Knierieman was assigned to this vessel.

The vacation season has set in. H. H. Rodebaugh, the "vet" operator of the Southern division, is spending six weeks at the summer resort, Cape May. Campbell is now on his vaca-

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tion, and will be followed by Shallcross, and later by E. M. Hartley.

L. W. Sinclair is down at Virginia Beach, relieving W. Potter Kent, who is enjoying his vacation at Rufus' home town, Wallingford, Del. Co., Pa. When he returns, Nelson and Harrigan will go on their vacations. We understand Harrigan is going to spend his vacation at Cape Hatteras. We wonder why.

Horace Guy Hopper has returned from abroad and can now be found, as usual, on the Gloucester. He was relieved on the Goldshell by K. Merritt McBride.

Wanted:—A cozy little bungalow, just big enough for two, address 601 K. V.

GULF DIVISION STATIC.

Lee Lloyd Beard has left for military service on the Mexican border.

The Catania went aground on Aransas Pass Bar (Texas) on May 19, sustaining considerable hull damage. S O S was promptly answered by the Galveston Station and a powerful tug was sent to the Catania's assistance. The vessel was floated on May 21 and is now undergoing repairs at Newport News, Va. Operator Peter Daniels, who was on the yacht Wakiva when that vessel was wrecked off Tampico Bar, is attached to the Catania.

Operator W. L. Hille, a new man in the service, has been assigned to the Dade as junior. S. C. Hymel is senior.

T. Reboul has been assigned as second on the Jalisco.

L. L. McCabe has been transferred to the Panuco.

J. M. Stone is junior on the Chalmette.

R. E. Dale has been assigned to the Medina, at Galveston, relieving L. L. Beard, who is now with the Texas National Guard doing duty on the Mexican border.

W. J. Uhalt has been detached from the San Juan and assigned to the Chas. Pratt for a trip to South America. G. Pedersen is now senior on the San Juan and J. H. Uhalt is second.

Frank Stone has been assigned to the yacht Wild Duck, relieving W. Neely who has gone home on a vacation.

Manager Campbell, of the Galveston Station, is planning to spend his vacation in July with the Texas Naval Militia on board the U. S. S. Louisiana.

The Gulf Division office has been moved from 529 St. Ann Street to 303 Hennen Annex.

Inspector Grubman is spending a few days at Mobile re-locating the equipment on the tug Senator Bailey The Bailey is in charge of Col. L. H. Graves.

Superintendent Pohl has returned from a ten days' inspection tour of the eastern section of the division, including Havana, Key West, Tampa and Mobile.

SAN FRANCISCO SERVICE CHANGES

The steamer Great Northern of the Great Northern Pacific Steamship Company with operators D. M. Taylor and M. Walden, first and assistant respectively, was laid up from May 15 to 31. The operators, by the way, were not laid up. Mr. Taylor will resume his position as chief with Highpower Svendsen as assistant

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when the vessel again takes up her regular run.

L. R. Fairley, one of the old timers, has gone to Los Angeles on his annual vacation, while his vessel, Standard Oil 91, is on the ways.

P. S. Finnell, the Palmito del Verdian, is again among us, after a very enjoyable leave of absence on the verdant Mexican isle, where his only troubles were fighting three-inch mosquitos, scorpions, snakes and gatos. Withal he appears in pretty fair condition and the prospects are that he will regain his own and make a good Op some day. First on the San Juan is the berth.

J. F. McQuaid, formerly of the A. & G. Division, has been returned as operator in charge of the Lewis Luckenbach, which left San Francisco during the early part of May for the East Coast via northern ports and Vladivostok.

R. W. Baer and C. E. Capwell, assigned as first and assistant respectively, on the Senator, sailed from San Francisco for Nome direct, the latter part of May. This is the first time during the past five or six years that a large passenger vessel has taken this route.

C. A. Holbein and J. L. Lynch are acting first and assistant on the Queen. This is Mr. Holbein's first visit to San Francisco since joining the Northern District. As far as Mr. Lynch is concerned it has been decided to let him ride this issue without molestation. It pleases us immensely to note that he has advanced, or rather outgrown, his recent assignment.

A. Seidl is an American though of German descent, and his name is not hyphenated. His assignment to the American schooner Oregon operating for a firm with headquarters at Mazatlan, Mexico, has resulted in the pleasure of being captured by one of the belligerents. This vessel was taken as a prize by the Canadian gunboat Rainbow off the Mexican Coast on April 23, and towed to Victoria, B.C. Mr. Seidl is being detained as a witness but will probably be with us again in a short while.

G. W. Kelley and R. A. Germon are acting first and assistant on the steamship Northern Pacific. Mr. Germon who has spent the past year or so in our Mexican service has returned to the fold after an enjoyable vacation with relatives in British Columbia.

J. M. Lankston was recently assigned by our East San Pedro Station to the position of operator in charge of the Klamath, vice C. H. Rogatsky.

K. Peterson, formerly of the Standard Oil steamship Asuncion, was transferred to assistant on the City of Topeka.

L. V. R. Carmine has been assigned assistant on the Beaver, vice R. Camp on leave of absence.

E. V. Baldwin and W. D. Collins were assigned to the Japanese steamer BuyoMaru on May 11, for the voyage from San Francisco to Japan. On arrival at Yokohama these men will be shipped as passengers to San Francisco on the ShinyoMaru. A stay of one week will be allowed in Oriental ports. This is the first time in this district that American operators have sailed out of San Francisco on a vessel manned throughout by a Japanese crew. In order to take proper care of the men, a special commissary was necessary to provide American edibles.

H. Hatton was transferred to the Asuncion on May 13. This transfer, which was made at the earnest request of Mr. Hatton, is hoped will fit him for service in any submarine fleet.

E. T. Maher, a former member of the staff, was assigned to the steamer Breakwater as assistant during the

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latter part of May.

A. P. Stone, in charge of the Breakwater, has resumed his duties after a short leave of absence.

SEATTLE STAFF CHANGES

M. A. O'Bradovic, who has been on a short leave of absence, is now working the third trick at KPA.

A. H. Berntswiller, of the Queen, has transferred to the City of Seattle.

C. E. Bence, of the Juneau Station, is now on a vacation.

Fred Wilhelm, of the Spokane, is filling in at our Juneau Station.

C. E. Baker, of the school, has been assigned to the Aroline.

Geo. Sturley has been assigned to the Spokane.

E. K. Hawkins, of the Humboldt, has been assigned to the Windber.

J. S. Knowles, of the school, has been assigned to the Senator.

C. A. Hohlbein, of the City of Seattle, is now on the Queen.

J. S. Johnson, of the school, has been assigned to the Humboldt.

MARCONI, CAL., HIGH POWER STATION NOTES.

We were recently favored with a visit from A. H. Ginman, our general superintendent, who after many strenuous months doubtless appreciated the tonic effect of our Marshall air. Unfortunately—or maybe fortunately, for us—the wind was too high to permit of much tennis, but we are looking forward eagerly to his next visit when we can promise him a warm time on the courts.

"Napoleon" (so called because of his many bony parts) has arrived. Napoleon by the way, is a horse and henceforth will undertake some of the duties hitherto performed more or less satisfactorily by the Muddy Mary, as the Studebaker has affectionately been known. Having had time to inspect Napoleon, we will say that he has his points; in fact, some of them are so pronounced that they could be used at hat-racks. The day after his arrival as he was nosing around in the vegetable garden, one of the boys, solicitous for the radishes, etc., called out: "Hey!" Napoleon looked up with a beatific smile that eloquently said: "Where?"

Heartiest congratulations to V. O. Davidson, of the Bolinas staff, who, by the time these notes appear, will have become a happy bridegroom. Dave, we wish you and your bride every happiness, and "Lang may yer lum reek."

Owing to the necessity for getting into good trim on the court, the Piffle has been rather neglected of late. Yet it **would** go if we wanted it to, and it may come in handy yet; f'rinstance, if our San Francisco office friends make good their threat of beating us at tennis, we can take them out for a ride and maroon them on one of the islands in the bay.

Bill Barsby has definitely declared his intentions of becoming one of those shy benedicts that we hear so much of these days. At present, Bill is very much wrapt up in trans-Atlantic steamship and trans-continental railroad schedules, the influx of which has nearly swamped the local postoffice. Miss Edith Grimsley, of Leicester, England, is the cause of his constant studying and figuring, and before many weeks Miss Grimsley will leave on the long journey to her sweetheart in California.

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OF AMERICA

WOOLWORTH BUILDING

233 BROADWAY, NEW YORK

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Ernest T. Edwards....Superintendent
G. W. Nicholls.....Dist. Supt.

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American Building, Baltimore, Md.
T. M. Stevens .....Superintendent

Gulf Division

303 Hennen Annex, New Orleans, La.
J. A. Pohl .....Superintendent

Great Lakes Division

Schofield Bldg., Cleveland, Ohio
F. H. Mason .....Superintendent

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Books on Wireless

A list of some of the best books pertaining to the wireless art. We have made arrangements whereby we can supply our readers with any book on wireless published in America at regular published price. We can also import on order any book published abroad. **Send us your orders. They will receive prompt attention.**

	Pub. Price Postpaid	With one Year's WIRELESS AGE
YEAR BOOK OF WIRELESS TELEGRAPHY (1915) pp. 1000. Contains a yearly record of the progress of wireless telegraphy; complete list of ship and shore stations throughout the world, their call letters, wave-lengths, range and hours of service, and articles by the greatest authorities on vital questions	$1.50	$2.25
HOW TO PASS U. S. GOV. WIRELESS EXAMINATION. 118 Actual Questions Answered. 72 pp. E. E. Bucher. The greatest wireless book ever published for amateurs and prospective wireless operators	.50	1.75
LIST OF RADIO STATIONS OF THE WORLD. 220 pp. Compiled by F. A. Hart, Chief Inspector of Marconi Wireless Telegraph Company of Am., and H. M. Short, Resident Inspector U. S. A. Marconi International Marine Com. Co. The only complete authoritative call list published	.50	1.75
HAND BOOK OF TECHNICAL INSTRUCTIONS FOR WIRELESS TELEGRAPHISTS, pp. 295, Hawkhead, J. S. Covering principally the practice of the Marconi Co. abroad and elementary explanation of the underlying principles	1.50	2.50
TEXT BOOK ON WIRELESS TELEGRAPHY, pp. 352. Stanley, R. A. text book covering the elements of electricity and magnetism, with details of the very latest practice in wireless telegraphy in European countries—recommended to all workers in the art of radio telegraphy	2.25	3.25
PRACTICAL USES OF THE WAVEMETER IN WIRELESS TELEGRAPHY. Mauborgne, J. O. Originally compiled for the Officers of the U. S. Signal Corps; comprises an explanation of the use of the wavemeter, the most complete publication on the subject so far produced	1.00	2.25
EXPERIMENTS. New, pp. 256. Edelman, Philip E. Practical, up-to-date information for building simple, efficient apparatus at small cost for conducting tests and experiments for establishing a laboratory..	1.50	2.50
HOW TO MAKE A TRANSFORMER FOR LOW PRESSURES, pamphlet. Austin, Prof. F. E. For Amateurs, showing how to construct a Transformer with an efficiency of 85% to 90%	.25	1.60
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PROCEEDINGS OF THE INSTITUTE OF RADIO ENGINEERS, edited by Dr. Alfred N. Goldsmith. Nos. 3 and 4—1913; Nos. 1, 2, 3, 4,—1914, and Nos 2 and 4 for 1915 sold singly at $1.00 each. Volumes II (1914) and (1915) Bound in Buckram, $5.00 each	6.00	7.00

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MARCONI SERVICE NEWS

Vol. 1. No. 8. August, 1916

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FAILURE

THERE should be no such thing as failure. There is a point where some men give up, quit, and lie down. Failure is the end of effort.

War does not end with one battle. Business is not built by one stroke. Failure does not mean final, unless you accept it as the finis. The biggest and the best men in this country have "failed" once, twice, and many of them a dozen times; but they never gave up, and for this reason they never really failed. The point is, don't give up.

You think you have trouble. You feel you are about to fail. Trouble! You don't know the full meaning of the word "trouble."

Suppose you were in the position that your neighbor is, down the street. Go out on the walk and watch the people pass by. See how many you would like to change positions with. Most of them have kicked a hat with a brick under it, but they continue to limp along and smile.

Did you ever notice that the tide turns when it reaches its highest point? And it is so with trouble. Just when you feel you can't hang on any longer, this is the time to hang on.

—J. D. W.

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Advice on Abstracting

Conducted by *C. F. Krauter*

Operators are cordially invited to direct questions to this department, which is designed to clear up all points pertaining to the making up of abstracts.
Questions on technical matters will not be answered.
The Operator's name and division must accompany each inquiry, but will not be printed.

H.H.G.—Should service messages reporting non-delivery be pasted to the original message referred to?

Ans.—First compare the service with the original and ascertain the cause of non-delivery. If you find the non-delivery was not caused by error in transmission, deliver the service message to the sender and get a receipt; this, together with a copy of the service message, should be pasted to the back of the original.

Note: The Turret Crown is now operated by Scammell Brothers instead of Griffiths & Sons, please correct your records accordingly.

L.—What company does the accounting for traffic via New London, Conn. (WLC) station?

Ans.—National Electric Signaling Co.

DeN.—Are free MSGs destined for ships permissible via Cape Cod?

Ans.—Yes.

Note: The Shimosa (Memo. 872) and Canastota (Memo. 867) should be treated as International Company instead of this Company; correct your records accordingly.

M.P.H.—Does Curacao work other coast stations nearby?

Ans.—Curacao station does not as a rule communicate with other stations in that immediate vicinity. Unless the cable is interrupted for some length of time, it only communicates regularly with Aruba (PJA) and Bonaire (PJB). The rate per word is 10 cents Dutch, or 4c. American currency with a minimum of F. 1, or 40 cents American.

In case their cabe communication is interrupted they signal to Trinidad and messages are forwarded from there by cable. The rate is that of the moment in Trinidad.

Gus.—How are radiograms routed that originate at Tahiti?

Ans.—They are routed via the stations of Apia (ROP) and Awanui (VLA) hence by cable to their respective destinations:

The charges are as follows:

Tahiti 12c.
Samoa 12c.
Awanui 12c.

To these charges are afterward added those of the international tariff in use in New Zealand.

Arrangements are being discussed for the regular routing of radiograms from Tahiti to America, via Apia-Honolulu.

Ham.—What are the other line charges from Cape Race to Paris, London, Scotland and Petrograd?

Ans.—25, 25, 25 & 43 respectively.

S.—What rates are applicable via Chilean coast stations?

Ans.—Refer to Radio Service Bulle-

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tin No. 17. Pages 8 & 9, also No. 18 page 12.

A.N.—Are MSGs destined for New York forwarded via wire or 'phone from Sea Gate?

Ans.—All MSGs from "This Co.'s ships" carrying service instructions, **deliver by telephone,** will be 'phoned locally free of charge by any of our coast stations. This applies particularly to the class of traffic you inquire about.

P.T.—Can an operator turn in a ship station traffic report to a division other than the division under whose jurisdiction the ship comes?

Ans.—Only in case it is not convenient within a reasonable time for the operator to turn it in to the division to which he is attached. Then, if it is turned in to any one of our division offices or any one of its branches, it must be checked at that office, regardless of whether the ship is in that division or not.

John.—Is the tug Fischer allowed free MSG privileges through our coast stations?

Ans.—No.

W.S.P.—A ship which we operate was taken over by the British Admiralty. Does this effect MSGs sent by the British Government officials, and if so, at what rate?

Ans.—Charge regular rates.

Gene.—Is there any other line charge on messages received from vessels on the Great Lakes, not equipped with Marconi apparatus, which are to be telephoned locally?

Ans.—Yes, five cents.

J.Y.—Please advise me if there is a charge, and if so, who to charge, on messages addressed "Meteorology, Crookhaven" (containing weather reports of a similar nature to those supplied to the United States Government in messages addressed "Observer, Washington") and forwarded via Crookhaven.

Ans.—Charge the British Government for the regular ship tax.

T.R.C.—Who operates the St. Jean?

Ans.—Societe Navale de L'Ouest.

A.H.—Should tolls be entered on the abstract as due to, or due from, the Mutual Telephone Company at Honolulu or the Japanese Government, on MSGs via their respective coastal stations?

No, they collect their own charges locally.

H.G.C.H.—How are tolls computed on a message originating on the Beaver transmitted via Marshfield, Ore., destined for the Mexico via Cape May, N. J.?

Ans.—The forwarding of traffic from a ship to a shore station to be forwarded via land lines to another coastal station for transmission to a ship carries charges for each station and the land line charges between the coastal stations: i.e., 4, 6, 10, 6 & 4 cents per word, minimum charge being $3.00.

Bud.—Does the International Company operate the Sutlej?

Ans.—No; Seimens Bros. & Co.

Ed.—Please print that part of the war revenue act relating to telegraph and telephone messages.

Ans.—Telegraph and Telephone messages: It shall be the duty of every person, firm or corporation owning or operating any telegraph or telephone line or lines to make, within thirty days after the expiration of each month, a sworn statement to the collector of internal revenue in each of their respective districts, stating the number of dispatches, messages or conversations originating at each of their respective exchanges, toll stations or offices, and transmitted thence over their lines during the preceding month, for which a charge of 15 cents or more was imposed,

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and for each of such messages or conversations the said person, firm or corporation shall collect from the person paying for the message or conversation a tax of 1 cent in addition to the regular charges for the message or conversation, which tax the said person, firm or corporation shall in turn pay to the said collector of internal revenue of their respective districts: Provided, That only one payment of said tax shall be required, notwithstanding the lines of one or more persons, firms or corporations shall be used for the transmission of each of said messages or conversations: Provided further, That the messages or dispatches of the officers and employees of any telegraph or telephone company concerning the affairs and service of the company, and like messages or dispatches of the officials and employees of railroad companies sent over the wires on their respective railroads shall be exempt from this requirement; And provided further, That messages of officers and employees of the Government on official business shall be exempt from the taxes herein imposed upon telegraphic and telephonic messages.

UNIFORMITY IN NUMBERING MESSAGES

A number of our ship and coast station operators are not quite clear on the correct method of numbering messages.

Some of our operators number certain classes of traffic, others do not; the resulting absence of any check upon the traffic, calls for a certain amount of guesswork on everybody's part. It must be thoroughly understood that every message, regardless of its prefix, must be given a number, and only one series of numbers must be used for each station communicated with.

As an example of correct numbering, we will suppose the following seven messages were transmitted to the same coast station in the order named; they would be numbered:

Paid Message	P1
Service Message	A2
Paid Message	P3
MSG (To Agents)	MSG4
Paid Message	P5
MSG (Position report)	MSG6
Govt Message	S7

Service messages, when referring to traffic, are to be made out in duplicate in order that we may follow out instructions by attaching a copy of the service to the message referred to, and also maintain a complete message file.

Attention to details such as these, is essential to the maintenance of a businesslike wireless office. Make yours businesslike!

H. CHADWICK.

SURGEON CALLED IN TIME

Another example of the swift aid furnished by our service has been reported by Operator H. W. Underwood of the steamship Centralia. While transferring cargo in the harbor of Mazatlan, one of the crew was hit by a sling load of freight and knocked into the hold, where he sustained a broken left arm and a serious fracture of the ankle. Underwood immediately called the U. S. gunboat Annapolis, lying at anchor a short distance away, and through the prompt response of the Navy operator secured medical aid in a very few minutes.

In this case prompt treatment was essential as the danger of blood-poison in that climate is very great. Underwood states that the radio enabled the surgeon to reach his patient in about one-third the time otherwise required.

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BRASS TACKS, *DRIVEN BY C. J. ROSS*

YESTERDAY

Last night while you were sleeping
With the darkness o'er you creeping
I slipped into the discard, duty done and cast away;
Yet I ever will be with you,
WISDOM I have stored to give you,
Behold in me the subject of these verses—"YESTERDAY."

I am gone from you FOREVER,
Tho' in MEMORY you can't sever
Happiness or laughter, bitterness—perhaps defeat;
And at times if you hear whispers
'Tis then I'm talking to my Sisters
In the BANQUET HALL OF MEMORIES built upon EXPERIENCE street.

Once you knew me as "TOMORROW"
And oft from me would borrow;
Or perhaps leave work and care for me to shoulder—debts to pay.
Much ENCOURAGEMENT I gave you
I'm the one can break or save you,
Quickly grasp the hopes I offer, for I'll soon be called "TODAY."

All TOMORROWS come when needed,
But TODAYS slip by unheeded;
More and more you find that you're a CREATURE of me—YESTERDAY.
I can lead you from your tangle,
I can smother you, or strangle,
I can be a fragrant flower, or a tombstone, 'long your way.

I appear in but three stages,
Then I join your LIFE'S BOOK pages;
Bound in volumes with my Sisters dragging after you afar,
Thus I warn you now to heed me
For some day you'll have to read me
And 'tis I who's going to tell you just exactly WHAT YOU ARE.

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A YEAR OF PROGRESS.

THE Company is making substantial progress in standardizing its apparatus and buildings and in raising the efficiency of its operators. During the past year more than two hundred ships have been re-equipped with panel sets; a free training school has also been inaugurated for coaching licensed operators along traffic lines.

At Siasconset the masts are being repainted and the rigging repaired; new apparatus of the most efficient type is in process of installation. This equipment comprises two separate engine-driven generator sets and a ½ K.W., 500 cycle, standard panel set. The four-cylinder engine can be started automatically from the operating table and will run only during wireless transmission, thus reducing the fuel consumption to a minimum. A 24-volt battery will be used for starting. This will increase the efficiency transmission by at least fifty per cent. over the old battery set. Such a plan of operation is entirely new.

The first standard Marconi 150-foot steel tower has been erected at Cape May, as well as a standard type frame building of a story and a half, containing the manager's office, operating room and lavatory. A 2 K.W. set of an entirely new design has been installed, for which motive power will be drawn from the public service lines, enabling the Company to dispense with generators and thereby effect economy of operation. The new station has an attractive and convenient location on the reservation of the city water works.

The Virginia Beach station has been removed to land owned by the Company and remodeled, so that all departments are now under one roof. A new tower has been erected and a new system of grounding installed which so increases the efficiency of operation that it has been adopted as a Marconi standard.

Elsewhere, the same work of improvement has gone on. The operating building and residence at Miami have been extensively repaired and the apparatus overhauled. In New Orleans, the superintendent's office has been removed to a modern office building in the center of the business section. The building at Port Arthur which was badly damaged by recent floods has been thoroughly repaired; a new standard 175-foot steel tower and new antenna have been erected. A 2 K.W. panel outfit of the latest type is to be installed and will be operated from tht local service supply. At Galveston, where the station was recently destroyed by flood, a new fireproof building and two 175-foot steel towers are now going up for the 2 K.W., 500 cycle, quenched gap panel set with which the station will be equipped. San Francisco is to have a 5 K.W. high frequency panel set. A 2 K.W. set of the latest type is to be installed in the Sea Gate station, for which the public service mains will furnish motive power. All these betterments will enable the Company to secure the best possible results with the re-opening of business at the end of the war.

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CONDUCTS SERVICES IN PRISON CAMP

THE mettle of the wirless man is well exemplified by a story which comes from the German prison camp at Giesson, where Albert Victor Hardwick, formerly in the service of the Canadian Marconi Company, is confined. Undaunted by his plight, Hardwick has formed a congregation amoung the religiously-inclined of his companions and conducts Sunday services which are looked upon by the prisoners as the brightest feature of the camp routine.

Hardwick, who was formerly sergeant of the Victoria Rifles of Montreal, was employed by the Canadian Company prior to the war as traffic accountant. At the outbreak of hostilities he joined the colors as a private in the Fourteenth Battalion, was made a corporal while the force was in England and was promoted to sergeant of bomb throwers as a reward of merit. He had previously been decorated by the late King Edward with the Albert medal of the first class for heroism in saving an aged woman's life when she fell from a railway station platform to the track below as a train drew up. Hardwick leaped from the platform, swept the woman off the tracks and threw himself on the ground a few inches from the rails a moment before the locomotive reached the spot. He was also given the medal of St. John and Jerusalem by King George, then Prince of Wales, and was known as "The Hero of 1904." The citizens of Muswell Park (England), where he then lived, presented him with an illuminated address and a gold watch and chain suitably inscribed.

He removed to Montreal nine years ago and took a prominent part in church work, being baritone soloist and a lay reader at the Church of the

Albert Victor Hardwick

Ascension. Soon after reaching prison he asked permission of the military authorities to conduct religious services for the prisoners. Not having been ordained, he was informed that the permission would be granted if he obtained a license from his bishop. Mr. Hardwick wrote to the rector of the Church of the Ascension to send him a copy of his license as lay reader and his request came to the attention of Bishop Farthing, who caused a duplicate license to be forwarded. The Bishop also wrote to the authorities requesting that Hardwick be permitted to act according to his office. The permit was granted and Hardwick secured an organ, and formed a choir. Scotch, Irish, Indians,

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Australians, British and Canadians join in singing the gospel hymns. Nine bible classes have been formed and are in a flourishing condition.

Hardwick's name appeared in a list of killed several months before it was known that he was a prisoner, and a memorial service was held at the Church of the Ascension, which was largely attended, his seat in the choir being draped with the Union Jack and decorated with a wreath. Shortly afterwards a marconigram from the London office of the Marconi Company brought information that Hardwick was still living, but a prisoner of war. He is thirty-one years old, and lost a brother in the war who was killed when his aeroplane collapsed.

CHESS BY WIRELESS

J. C. H. Macbeth, of the Wireless Press, Ltd., the London Marconi publishing company, has acquired a fund of reminiscence connected with his experiences with wireless. Mr. Macbeth, who is in New York on a business trip, tells, among many others, the following story:

"In the Arabian Sea, bound for Ceylon, I was seated under a well-working fan one hot day, about five years ago, in the smoking room of a big liner, when the Chairman of the Sports Committee came in with a worried look in his face and a marconigram in his hand. He addressed us collectively, saying, 'The captain has just handed me this wireless from the German Mail; it is challenge to a game of chess by wireless. I've not seen a game played this voyage—do any of you play?'

"The worried look of the speaker was promptly reflected in all our faces. Although this was long before the war, there was considerable rivalry between the Germans and the British, and it seemed intolerable that we should fail to take up such a challenge.

"I had played a good deal of chess some years previously, but had not played a serious game for some time; it was with considerable diffidence, therefore, that, after waiting for some one else to volunteer, I offered to take up the challenge. The necessary preliminaries were soon arranged. The captain gave his permission to place a table outside the Marconi room, while we agreed to pool the expense of the marconigrams.

"The first message flashed to the invisible Nord Deutcher Lloyd vessel was 'we accept.' In a few minutes the operator handed me the following: 'We have spun a coin for 1st move.' I signaled 'heads,' and the answer was brief but satisfactory, "your move." The game then commenced, with a crowd of passengers looking on interestedly, and not a little anxiously, at this novel break in the monotony of the voyage.

"The game proceeded merrily and when the bugle for lunch sounded the interested onlookers could scarcely drag themselves away. A well thought-out meal was sent up to me, aided by which, and a fortunate error of judgment by my opponents, I found myself able to announce, 'mate in three.'

"When the crowd returned from lunch, they excitedly inquired how the game was going; I gave them a shock by answering laconically, and with a serious look, 'badly.' Their expressions changed however when after an interval I added:—'for the Germans.'

"Presently the reply came, 'thanks,' after which there appeared to be some violent static influences at work, the operator reporting that there was considerable bad language flying through the air and that some of the passengers had declared they distinctly smelt sulphur!"

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THE ART OF TELEPHONING

We give too little thought to the limitations of the telephone transmitter. It is a delicate instrument, and we expect a good deal from it. Many users expect the impossible and become irritated when it does not meet impossible demands. Careful attention to the suggestions of the telephone company will almost invariably produce satisfactory results and economize time. These are:

Speak directly into the mouthpiece with your lips close to it.

Speak distinctly and deliberately.

Obtain telephone numbers from the telephone directories. Calling numbers from memory, or taking them from cards, letterheads, etc., often results in wrong number connections and delays.

If the number is not found in the directory, call "Information." Calls for information are free of charge.

When giving a number to the operator, state—(1) the name of the central office wanted, (2) each figure of the telephone number, and (3) the party line letter, if there is one. Numbers which are even hundreds or even thousands should be given as such, instead of each figure being given separately.

Examples:

John 1253 "John, one-two-five-three"

Main 125-J "Main, one-two-five, Party J"

Broad 4800 "Broad, four-eight-hundred"

Worth 5000 "Worth, five-thousand."

If you are calling from a party line station, announce the letter of your station, after giving the call as above.

Example: "This is party J calling."

After giving the number, listen to the operator as she repeats it. If she repeats the number correctly, say, "Yes" or "Right." If she does not repeat the number correctly, say "No" and give the number again.

When the called number answers, announce first the name of the person to whom you wish to talk and then your own name or the name of your firm.

When answering calls, announce your name or the name of your firm.

When you are not using the telephone see that the receiver is on the hook, large end down.

Avoid the use of the word "Hello". It wastes time and is gradually going into the discard. In answering a call merely mention your name or the name of the company. This makes it unnecessary for the other fellow to ask who you are.

The first two instructions of the telephone company are of prime importance, "Speak directly into the mouthpiece with your lips close to it" and "Speak distinctly and deliberately." Never shout into a telephone or raise your voice. It rattles the diaphram, impedes transmission and annoys your neighbors who art trying to concentrate on their work.

Do not require the private exchange operator to look up your numbers. She has no time to do it without slowing up her service to others.

When you put in a call keep the 'phone at your ear until you are answered. Not to do this is discourteous to the person with whom you desire to speak. Answer calls in an amiable tone of voice and with a rising inflection which, in effect, is equivalent to saying, "Good morning, what can I do for you sir?"

These simple suggestions are not difficult to carry out and if followed will tend largely to promote efficiency in our service and propitiate our patrons and the public generally.

E. B. P.

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DISABLED CENTRALIA SERVED FAITHFULLY BY OPERATOR

Details of a thrilling encounter with the sea and a successful repair to a wireless aerial brought down are interestingly told by Operator Earl Diamond in the following words:

"On the morning of January 20, the Centralia left Grays Harbor for San Pedro, via San Francisco, heavily loaded with a cargo of lumber and freight. Crossing the bar at 2:00 P. M., we ran into a strong south west gale. At eight that evening we were off Columbia River and received weather reports which included storm warning to all ships. The gale was increasing, and the seas were running high.

"On the morning of January 22 at 4:30 A.M., we were in grave danger; the seas were flooding the engine and wireless rooms, breaking the lashings and taking the deck-load over the side; the rudder was broken, the main rigging torn down and the aerial. The ship was rolling at an angle of 160 degrees in the trough of the seas, flooding the hold and all cabins, when I climbed up to the forward mast, and between hanging on and falling off, I managed to put up one wire from the mast to the wireless cabin. Then I repaired the receiving set, damaged by water, completing this job with seas continuously washing into the radio room.

"An hour's labor resulted in the ability to send out the first SOS call. Lifeboats were ordered to be in readiness and passengers and crew stood by ready to leave the ship. This was at 5:30 A.M. I stayed with the key repeating the SOS signals at broke into the room and in an instant the water was surging around my waist; I tried the spark and discovered that my set was temporarily out of commission.

"But the signals had been picked up by the Governor, Adeline Smith, Yosemite, Admiral Schley, Eurana and the stations at Marshfield and Eureka. At 6:30 A.M., the Eurana was alongside and she stood by for several hours, in the meantime the storm was moderating. The day passed and at eight o'clock that evening the engine room was pumped out and I baled out the wireless room with a bucket. Upon inspection, I found that all my clothes were washed out and overboard.

"The following day, Jan. 23, with a heavy sea on, I took down the one wire which was used for an aerial, and put up a four-wire aerial half way up the forward mast to a lifeboat davit. With the receiving and transmitting set now in good working order, I called Marshfield and tuned my radio apparatus to the most efficient radiation, and put all work through O.K. At eight o'clock, I was called by the steamships W. S. Potter and Yosemite, with a request for the main details to give to San Francisco; these I gave and all were received at San Francisco in a few minutes time.

"On Jan. 24, Eureka gave the steamship Bear a message for me; it requested our position. Meantime the Bear had asked if assistance of any kind was wanted and in three hours time, this vessel ran alongside, asking if food, water, or oil was wanted and if the ship was still leaking.

At eight that evening we were 27 miles south of Cape Mendocino, sending our position to Eureka O.K. and clearing all ship business. I was now hearing San Francisco fairly well. Having fair weather, and making fair time, we arrived at San Francisco Jan. 25, at 2:40 P.M., in a battered condition.

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gratifying commendation for the work I did and appreciation of the chances I took."

Mr. Diamond's devotion to duty has been favorably commented upon throughout the Service, as he says, particular attention being called to the fact although he is only twenty years old he has served the Company faithfully and continuously since August 25, 1913.

WHEN THE MAIN SHAFT BROKE

"In the interest of wireless" said operator H. G. Austin of the Enterprise, in reporting his recent experience, "I am glad to say that it was the means of preventing the Enterprise from drifting helplessly around for an inestimable length of time, due to the fact that she was quite a distance off course of the trans-Pacific steamers, and stood little chance of being picked up, had she not been equipped with wireless."

The incident referred to was the accident at sea to that vessel on April 2, when she broke her main shaft and damaged her stern to such an extent that she began leaking badly. The accident was discovered at nine o'clock in the morning. The captain of the Enterprise immediately filed a message for the steamship Manoa, 150 miles away. Ten minutes later the message had been delivered and the latter vessel started in search of the Enterprise.

The two ships were in communication all day. About 8:30 in the evening the Manoa came alongside the disabled steamer and fifteen minutes later had her in tow.

Operator J. A. Miche, in charge of the Manoa, had the following to say in reference to the accident:

"About 8:30, we came alongside and shot a line across, to which the tow line was made fast. Several messages were transmitted and received, stating the particulars of the damage, and these were handled promptly and efficiently.

"The following morning, the anchor chain to which the tow line was fastened, parted, and after picking the Enterprise up once again, other messages were exchanged without delay.

"Upon arrival, the Enterprise was left at Quarantine. All messages handled while having this vessel in tow were very efficiently and promptly done, and we did not experience the least trouble.

"I am glad to say that this is but another incident of the great value of wireless equipment aboard ship."

CUBAN TELEGRAPH EXPERTS HERE

The Cuban government has sent to study the telegraph, telephone, and wireless systems of the United States a commission consisting of Senores Frenando Aenlle, Manuel Mallo and Arturo Novo. The Marconi Company has extended to the Cuban representatives the privilege of inspecting its ship and shore stations as well as the high-power stations at Belmar and New Brunswick, N. J., and also the school of instruction and general methods of conducting radio-traffic.

EASTERN DIVISION NOTES

J. M. Bassett has returned from Baltimore, where he was visiting his family. He has been detailed to the St. Paul of the American Line.

W. R. Rosenzweig has been re-engaged for service on the Nueces. Rosenzweig's singing voice suddenly deserted him and he has regretfully given up his attempts to outshine Caruso.

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equipped with competitive apparatus, was retained for duty on her after the removal of that apparatus and the installation of a Marconi set.

F. E. Leach was transferred to the El Siglo as junior upon his return from Italy.

Karl McBride was assigned to the Gold Shell by Superintendent Stevens of Baltimore.

J. A. Plummer, a new man in the service, is junior on the Korona.

Tht steamer Alamance was equipped at Newport News with Marconi apparatus. Operator L. B. Robinson of the Southern Division is in charge.

Operator Baldwin Guild is serving on the steam yacht Diana.

Max Kanter has re-entered the service; he is now on the Jamestown.

L. L. Beard of the Medina, who is a member of the Texas National Guard ,received a call to join his regiment. It is understood that he is now on patrol duty somewhere on the border.

E. A. Cyriax, an old Marconi man, has been re-engaged for service on tht Shenango.

G. W. Wizemann has replaced A. E. Speace as junior on the Monterey.

H. E. Ingalls and G. W. Butterfield have been appointed senior and junior operators, respectively, of the Evangeline. They are at present enroute for England.

H. E. Cohen is junior on the Brazos.

S. V. Parsons is junior on the El Sol. Parsons lately graduated from the school.

E. P. Colby was appointed to the Neches when she went into commission. The Neches is on a trip to South America.

G. V. Menhinick is junior on the Guiana.

R. Ticknor and V. de Bellefeuille are on the Siberia, which is returning to the Pacific Coast.

H. L. Hoodmacker was engaged for service on the Admiralen, a ship just equipped.

G. B. Rabbits and C. White are on the Freshfield. White is from the school.

V. A. Hendrickson, formerly with another company, has been engaged for duty on the Vesta.

G. J. Oschmann and R. Duna have been placed on the Maracaibo as senior and junior, respectively.

Geo. Emberton is junior on the Stephano.

J. J. Kaleta is on the steam yacht Wakiva.

J. F. Furst is on the Bacoi of the Standard Oil Company. The Bacoi has just been equipped with Marconi apparatus.

M. E. Fultz and S. C. Tennery are on the Sarnia. They have started on a long trip.

R. W. Leason has been called out for service with a Signal Corps company of the New York National Guard.

NEWS OF THE SOUTHERN DIVISION

H. Simon, recently of the Carolinian, has been assigned to the Gloucester as junior operator. He was relieved on the Carolinian by J. Hubbard McCauley.

L. C. Noble, who has been off on sick leave, has returned to the service, and was assigned to the Ontario as junior operator, relieving operator L. W. Sayward, who was assigned at Boston.

L. W. McKee, recently of the Arborean, has been assigned to the Suwannee as senior operator, relieving S. H. Giffin, who is making a cruise on the U.S.S. Montgomery, of

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the Maryland Naval Militia.

W. E. Newmann, recently junior operator of the Gloucester, has been transferred to the Essex as senior operator.

P. H. Singewald, recently junior operator of the Merrimack, has resigned from the service. He was relieved by C. R. Lamdin, of the Essex.

Sidney Taylor, junior operator of the Persian, has been transferred to the Santa Rita, relieving operator L. Goldblatt.

R. S. Hall, a new man in the service, has been assigned to the Powhatan, relieving operator J. M. Blake, who has been transferred to the Essex as junior operator.

Operator L. W. Passano was recently transferred from the Ontario to the Powhattan relieving V. Zito who resigned from the service. Passano has been temporarily relieved on the Powhatan by H. Kruhm, while he is making a cruise on the Montgomery of the Naval Militia.

John Joseph Harrigan, Manager of the Virginia Beach Station, is taking in quite a few trips while on his vacation; Cape Hatteras, Baltimore and Coney Island are on the itinerary.

A. Franklin Bowers, manager of the Baltimore station is taking his vacation visiting old friends in Baltimore.

TOPICS ON THE GREAT LAKES

The City of Detroit made a four day cruise with the Detroit Board of Commerce, from Detroit, Mich., to Grand Island, Lake Superior. Operator D. A. Nichols was in charge, with operator Ilgendritz as junior.

The Northland took the Hotel Mens' Association from Buffalo to Chicago. E. I. Deighan was in charge, with L. Waterstraut, a new man in the service. E. S. Swanson, who has been working the night trick at the Buffalo station, relieved Deighan on the return to Buffalo.

William Kunnar, from the Eastern states, relieved Mr. Deighan at the Buffalo station. Deighan is going to Detroit to relieve Operator Jones, who has been assigned to the car ferry, Maitland No. 1.

The Seeandbee made an excursion trip around Lake Erie with the Buffalo Chamber of Commerce. Operator R. G. Sidnell was in charge, with R. W. Wright as second.

Jas. H. Coolidge relieved Operator Sidnell on the Seeandbee.

A. J. Main, second trick operator at Cleveland, and George P. Aldridge, from the City of Buffalo, are on their way to Mexico with the Signal Corps of the O. N. G. Operator R. G. Sidnell, from the Seeandbee, is relieving Mr. Main, while James Harper, a new man in the service, will relieve Aldridge.

George Grostick is on the Juniata, with Alvin Refvem, a new man in the service, as second.

C. K. Kneale and Eric Lyons have been assigned to the Octorara.

E. N. Shinn, formerly from the Gulf Division, is in charge of the Tionesta, with Joseph Whalen as junior.

R. A. Gardner, formerly of the Eastern States, is on the steam yacht Galatea.

The G. R. Crowe, which was rebuilt at the Ashtabula Shipyards, departed from Ashtabula for Montreal with Operator D. C. Smith. The G. R. Crowe will be in the Atlantic Coast service.

The Mooremack, another Great Lakes ship which was rebuilt for the Atlantic Coast trade, left Buffalo for New York, Operator G. H. Steele in charge.

The first of the Standard Oil Companys' auxiliary schooners, the Star-

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lite, is completed and about to leave for New York. Operator Lois Elias is in charge.

Winslow Neely, from the Gulf Division, blew in just in time to be assigned to the Conneaut.

SPARKS FROM THE WEST COAST

C. H. Canfield, in the service since April 11, 1913, resigned on July 1 to accept a position ashore. We extend our good wishes in his new venture.

M. W. Michael was assigned to the new Standard Transportation Company's steamer Acme on June 21. The Acme is a large oil tanker recently built at the Union Iron Works.

J. F. Woods was temporarily assigned assistant on the Beaver, June 23, vice R. Camp on leave of absence.

W. E. Chesebrough, on June 15, was assigned assistant on the Breakwater.

A. Koch has relieved L. C. Rayment as operator in charge of Barge 93. Mr. Rayment is spending his vacation in the Middle West with his parents.

Operators E. V. Baldwin and W. D. Collins, assigned as first and assistant respectively on the Japanese steamer Buyo, returned to San Francisco the latter part of last month as passengers on the Shinyo, after transferring the Buyo to Japanese operators. D. Masuda is now in charge of the equipment.

H. W. Underwood, assigned to the wrecker Iaqua on her salvage trip to the steamer Bear, was shipped to the steamer Bear overland on the Iaqua's return. Underwood re-installed the set and had it in commission shortly after arrival and is now receiving all wrecking instructions, etc., via the air route.

W. G. Ludgate joined the steamer Colusa as assistant June 20, en route for South American ports.

E. T. Maher replaced M. P. Baker as assistant on the Congress. Baker has been transferred to the Bolinas engineering staff.

J. M. Lankston is now in charge of the steam schooner Centralia, bound to Balboa via Mexican and Central American ports.

On advice from the Eastern Division, we note operator P. H. Singewald has been relieved by H. C. Scher.

G. L. Van Auken is acting assistant on the Celilo.

G. W. Woodbury and Geo. Street are acting first and assistant on the steam schooner Columbia.

Manager W. H. Friend of the Eureka station is at present enjoying his yearly vacation. Kenneth Peterson is acting as relief operator at this station during the vacation period. When Mr. Friend returns acting-manager H. E. Williams will leave on his vacation.

W. A. Collins was assigned assistant operator on the steamer Kilburn, June 21.

E. J. DesRosier was assigned oper-operator at the Hillcrest station. Third trick operator A. W. Peterson returned to duty after a very enjoyable vacation up-country and is now fit for another year's hard work. Second trick operator Richard Johnstone is doing the summer resorts and hopes to bring back a good coat of tan.

E. V. Baldwin is temporarily relieving on the J. A. Moffett. Tom Lambert, the regular Op, is taking his annual vacation.

E. J. DesRosier was assigned operator in charge of the Peru on July 8.

A. W. Baxter and E. M. Sutton sailed as first and assistant on the Queen, July 9.

I. W. Hubbard relieved E. D. Perry as assistant on the Wilhelmina on June 22.

C. A. Hohlbein joined the Yucatan as operator in charge, June 26.

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OF AMERICA

WOOLWORTH BUILDING

233 BROADWAY, NEW YORK

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Books on Wireless

A list of some of the best books pertaining to the wireless art. We have made arrangements whereby we can supply our readers with any book on wireless published in America at regular published price. We can also import on order any book published abroad. **Send us your orders. They will receive prompt attention.**

	Pub. Price Postpaid	With one Year's WIRELESS AGE
YEAR BOOK OF WIRELESS TELEGRAPHY (1915) pp. 1000. Contains a yearly record of the progress of wireless telegraphy; complete list of ship and shore stations throughout the world, their call letters, wave-lengths, range and hours of service, and articles by the greatest authorities on vital questions	$1.50	$2.25
HOW TO PASS U. S. GOV. WIRELESS EXAMINATION. 118 Actual Questions Answered. 72 pp. E. E. Bucher. The greatest wireless book ever published for amateurs and prospective wireless operators	.50	1.75
LIST OF RADIO STATIONS OF THE WORLD. 220 pp. Compiled by F. A. Hart, Chief Inspector of Marconi Wireless Telegraph Company of Am., and H. M. Short, Resident Inspector U. S. A. Marconi International Marine Com. Co. The only complete authoritative call list published	.50	1.75
HAND BOOK OF TECHNICAL INSTRUCTIONS FOR WIRELESS TELEGRAPHISTS, pp. 295, Hawkhead, J. S. Covering principally the practice of the Marconi Co. abroad and elementary explanation of the underlying principles	1.50	2.50
TEXT BOOK ON WIRELESS TELEGRAPHY, pp. 352. Stanley, R. A. text book covering the elements of electricity and magnetism, with details of the very latest practice in wireless telegraphy in European countries—recommended to all workers in the art of radio telegraphy	2.25	3.25
PRACTICAL USES OF THE WAVEMETER IN WIRELESS TELEGRAPHY. Mauborgne, J. O. Originally compiled for the Officers of the U. S. Signal Corps; comprises an explanation of the use of the wavemeter, the most complete publication on the subject so far produced	1.00	2.25
EXPERIMENTS. New, pp. 256. Edelman, Philip E. Practical, up-to-date information for building simple, efficient apparatus at small cost for conducting tests and experiments for establishing a laboratory..	1.50	2.50
HOW TO MAKE A TRANSFORMER FOR LOW PRESSURES, pamphlet. Austin, Prof. F. E. For Amateurs, showing how to construct a Transformer with an efficiency of 85% to 90%	.25	1.60
HIGH PRESSURE TRANSFORMERS, pamphlet. Austin, Prof. F. E. Directions for designing, making and operating High Pressure Transformers, with numerous illustrations of actual apparatus	50	1.85
LESSONS IN PRACTICAL ELECTRICITY, pp. 507. Swoope, Walton C. Published by the Spring Garden Institute for use in its evening classes in practical electricity. It is one of the most popular works on practical electricity covering as it does principles, experiments and arithmetical problems.—401 illustrations	2.00	3.00
THE WIRELESS TELEGRAPHISTS' POCKETBOOK OF NOTES, FORMULAE AND CALCULATIONS, pp. 347, Dr. J. A. Fleming. Bound in full flexible, rich blue leather, stamped in gold, with round corners and gold edges. A book of practical working formulae and calculations for the student of radio telegraphy. Bound to be considered an indispensable part of the working equipment of every wireless student	1.50	2.50
WIRELESS TELEGRAPHY, pp. 443, 461 illustrations, by Dr. J. Zenneck. Translated from the German. The work is the most scientific and thorough that has appeared on this subject. It covers all phases from physical principles to finished commercial apparatus	4.00	5.00
PROCEEDINGS OF THE INSTITUTE OF RADIO ENGINEERS, edited by Dr. Alfred N. Goldsmith. Nos. 3 and 4—1913; Nos. 1, 2, 3, 4,—1914, and Nos 2 and 4 for 1915 sold singly at $1.00 each. Volumes II (1914) and (1915) Bound in Buckram, $5.00 each	6.00	7.00

Send Orders to **The Marconi Publishing Corporation,** 450 4th AVENUE, NEW YORK, N. Y.

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MARCONI SERVICE NEWS

Vol. 1. No. 9. September, 1916

Published at 233 B'way, New York. Edited by J. Andrew White.

WHY?

ALL Marconi employees do not appreciate the importance of reading the "Service News", which is printed for the benefit of all and for dissemination of official information of value.

The writer of "Advice on Abstracting" column recently received an inquiry from the manager of one of our largest coast stations as to how to charge for traffic relayed for the Tropical Radio Telegraph Company's ships, and on being referred to the current issue, which covered the subject thoroughly, he replied that it was destroyed each month—

Why?

A traffic checker inquired how war tax was applicable to reply paid messages, and upon being referred to the April issue, replied that he had not read it—

Why?

A ship's operator remarked he had not received the last three issues, was not interested and never read them—

Why?

Instances of this kind frequently arise.

Each official of the company should see that those coming under his supervision read, note and file the copy for reference. Each ship and shore station should possess a permanent and complete file for ready reference.

Many concerns distribute indexed vest-pocket books for advertising purposes—get one.

Then hunt up all back copies of the "Service News" and start indexing:

T—Tropical Radio, relay charges.	Jul, P.3.
R—Relay, tropical radio.	Jul, P.3.
Reply paid, war tax.	Apl, P.2&3
W—War tax, reply paid.	Apl, P.2&3

Mr. Superintendent—are you seeing to this?

Mr. Manager—are you also?

And you Mr. Senior Operator?

Mr. Instructor—how about the future operators of the company; is this a part of their study?

Do you realize that it requires money, time and labor to furnish this information?

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"AEROPLANE WIRELESS DIRECTS NAVAL ARTILLERY FIRE IN WAR"—MARCONI

IN an interview given recently to a newspaper correspondent in Rome Guglielmo Marconi declared that no notable scientific discoveries or inventions are resulting from the European war.

"On the whole, there have been no great war inventions that occur to me," he said. "Most of them have been minor ones, or applications of knowledge previously at our disposal, as in the case of poison gases, if these may be named at all. In my own field, there has been some advance in practical wireless, by which we are now able to direct the artillery fire of a ship by signals from an aeroplane. This has been made possible largely through big improvements in aircraft.

"The big lesson in Europe has been one of organization, of the physical handling of big material problems by the armies. I doubt if any one before this war ever realized the meaning and value of railroad transportation on a large scale, as it is practised in the United States. Europe, too, has learned how to do big industrial jobs overnight, to assemble raw materials and turn out needed factory products.

"I refuse to play the prophet role, so I would rather not say how many of these war products will be of use to us when peace comes."

Since the beginning of the war Mr. Marconi has had unusual opportunities for observing the practical side of the war, having early put his scientific knowledge at the service of his country. As a Senator of the kingdom he has visited England, Belgium, France and other countries and introduced industrial and shipping reforms. In his capacity as military officer he has come into close relation with the army and the navy and given the benefit of his science and business organization knowledge to munition factories.

He has also perfected the army and navy wireless systems, and is at present working on a signal system which, it is expected, will render far more difficult submarine wartare through the readier location and signalling of the presence of such craft. The details of this he was unable to furnish because of its immediate military importance. Incidentally the inventor referred to the position of the United States.

"I don't think the United States should ever fear any fatal, disastrous invasion," he said. "Her seas protect her too well. She is too mighty a country in population and force ever to be conquered. I doubt if, with reasonable precaution, even her coasts could be injured or landed upon. The experience of this war has shown how easy it is to protect a coast by submarines, even when the invader is a near neighbor. It is a rule that will work both ways. The United States would have vast difficulties in landing forces on foreign territory, say that of Europe. Neither England nor Germany has been able to get at each other, though relatively close."

As to the prospects of peace in Europe, Mr. Marconi said there are many people who believe the war—that is, actual hostilities—will be over by winter.

"To me," he said, "the saddest fact about this war is that so much energy has been used up which might have gone to a better purpose."

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BRASS TACKS, *DRIVEN BY C. J. ROSS*

INFANTILE PARALYSIS

There's a silence hanging heavy in the nursery all day long,
Not a toy horsie is rocking, there's no snatch of baby song;
Not a sound of childish laughter, nor the tooting of a horn;
Not a governess or nursie looking after the first born.
For the chap, his name is Chauncey—Chauncey Reginald De Kearns—
In a west side sanitorium, lies unconscious, full of GERMS.

In a stuffy east side flathouse standing just off Avenue A,
Where a little red haired baby on the roof was wont to play,
There's another painful silence, and the parents there are blue,
And there's no swell sanitorium they can take their baby to.
For the chap, his name is Michael—Michael Angelo O'Hearns—
On an old rag carpet pillow, lies unconscious, full of GERMS.

Every mother's child's a target, DEATH and MISERY shoot at,
And they don't respect the RICH one, or the POOR one, lean or fat.
WEALTH and HEALTH are seldom CHUMMY; RICH and POOR alike feel PAINS.
HAPPINESS was never listed on the New York Stock Exchange.
Every PLAGUE leaves us a LESSON as it sweeps the nation wide,
And we're just about concluding that

WE'RE
ALL
ALIKE
INSIDE.

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Advice on Abstracting

Conducted by *C. F. Krauter*

Operators are cordially invited to direct questions to this department, which is designed to clear up all points pertaining to the making up of abstracts.
Questions on technical matters will not be answered.
The Operator's name and division must accompany each inquiry, but will not be printed.

Joe.—Kindly inform me how to abstract "R.P." radiograms.

Ans.—**Ship Transmitting an "R.P."**

When via our coast stations; enter as a regular paid message, add the "R.P." tolls to the forwarding charge and enter the total in the forwarding charges column, with notation in the remarks "R.P.$——".

When via other coast stations; enter ship tax in this station's proportion column, also the total of the coast tax, forwarding charge and "R.P." tolls in one of the blank columns, filling in the proper caption, with notation in the remarks "R.P.$——".

When for our ship stations; enter as a regular paid message, add the "R.P." tolls to the receiving ship's proportion and enter in the receiving ship's proportion column, with notation in the "R.P.$——".

When for other ship stations; enter ship tax in this station's proportion column, add the "R.P." tolls to the receiving ship's tax and enter in one of the blank columns, filling in the proper caption, with notation in the remarks "R.P.$——".

Ship Transmitting an Answer to a "R.P."

Enter as a paid message, the charge to appear in column eight, with notation in the remarks "Due from 'R.P. a/c.', Voucher No.——".

Ship Receiving an "R.P."

Charge this company's coast and ship stations in their respective columns, or other stations in one of the blank columns, under the proper caption, with the total of the ship tax and "R.P." tolls. Crediting the ship tax to this station's proportion, enter the "R.P." tolls in column twenty one and make notation in the remarks "R.P.$——".

Ship Receiving an Answer to a "R.P."

Enter as a paid message, leaving the remarks blank.

Coast Station Transmitting an "R.P."

Enter as a regular paid message, add the "R.P." tolls to the ship tax and credit the company operating the ship in a column headed up accordingly, with notation in the remarks "R.P.$——".

Note: If accepted from landline, war tax is not applicable. If from public charge two cents war tax (a cent for each message).

Coast Station Transmitting an Answer to a "R.P."

If accepted from the landline, handle as a regular paid message throughout, leaving the remarks blank. If from the public, enter as a paid message, the charge to appear in column nine, with notation in the

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remarks "Due from 'R.P.a/c', Voucher No.——".

Note: No war tax is applicable on messages under this category.

Coast Station Receiving an "R.P."

When delivered to other lines; charge this company's ship stations in column headed accordingly, or the operating company under proper caption with the total of the coast tax, forwarding charge and "R.P." tolls. Credit the coast tax to this station's proportion, also the total of the forwarding charge and "R.P." tolls to the land line company, with the notation in the remarks "R.P.$——".

When delivered to the public: charge this company's ship stations in column headed accordingly, or the operating company under proper caption, with the total of the coast tax and "R.P." tolls. Credit the coast tax to this station's proportion and enter the "R.P." tolls in column twenty-six, with notation in the remarks "R.P. $——".

Coast Station Receiving an Answer to a "R.P."

Enter as a paid message, leaving the remarks blank.

W.R.C.—Are registered code names permissible in the address of ocean letters?

Ans.—No. See Regulation 63, Article 8, Paragraph 2, Page 40, book of General Orders. The Post Office authorities are not in a position to unpack such addresses, therefore delivery would not be effected.

Grant.—Please furnish me with rates on traffic via Japanese coast stations.

Ans.—The coast charge is Yen 0.24 (12c. U.S.). For radiograms originating in, or destined for, the Japanese telegraph system, the coast charge includes the inland rate. As regards urgent messages, an additional charge of Yen 0.10 (.05c. U.S.) is made per word. On radiograms destined to foreign countries the cable rates must be added to the coast tax.

Some books quote Komonto, Mokpo, Shogetsubito and Shoseito in Chosen, as open for public correspondence. This is an error and your records should be corrected accordingly.

Note: Hereafter the Naval Radio Service will be known as the "Naval Communication Service" and will be under the supervision of the Director Naval Communications, Radio, Va.

P.H.L.—What are the rates between Woodlark Island, Rabaul, Port Moresby, Wilhelmshaven, Kieta and Nauru?

Ans.—Port Moresby to Rabaul .04 per word,
Port Moresby to Wilhelmshaven .04 per word,
Rabaul to Kieta, .04 per word,
Rabaul to Wilhelmshaven, .04 per word,
Woodlark Island to Kieta, .04 per word,
Woodlark Island to Nauru, .04 per word,
Woodlark Island to Port Moresby, .04 per word,
Woodlark Island to Rabaul, .04 per word,
Nauru to Kieta via Woodlark Island, .06 per word,
Port Moresby to Kieta via Woodlark Island, .06 per word,
Port Moresby to Nauru via Woodlark Island, .06 per word,
Rabaul to Nauru via Woodlark Island, .06 per word,
Wilhelmshaven to Kieta via Rabaul, .06 per word,
Woodlark Island to Wilhelmshaven via Rabaul, .06 per word,
Wilhelmshaven to Nauru via Woodlark Island and Rabaul, .08.

Delivery charges (if any) to be collected from addressee.

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OPEN THE WINDOWS!

THIS story is true, so true, in fact, that it is not even exaggerated. Otherwise it would not appear in our service magazine. It relates one of the many queer things that have happened in the name of wireless.

Some years ago in a town in Michigan everybody had the wireless "bug". There lived in this town at the time a retired railroad telegrapher who conducted a sort of telegraph school—"ham shop", it was commonly called. The city becoming suddenly filled with wireless amateurs, this enterprising individual discovered an opportunity to make a name for himself, and, incidentally, some coin, by also organizing a wireless school.

To make all things appear complete he installed a wireless "set" in the schoolroom, providing for the transmitter a retired telegraph sounder and key, and by inserting a piece of carbon in the sounder made it produce a buzz. The key and sounder were connected to a line leading to another room in the building where the "receiving" apparatus had been installed. This consisted of two pair of old 75-ohm telephone receivers and a chunk of silicon. That was all. At the time it appeared sufficient, for this was long before the enactment of the wireless law covering pure and sharp waves and a tuner was not necessary to this equipment.

In order to impress upon students and visitors the wonders of wireless he had also rigged up an aerial in the schoolroom; this was made of German silver wire. The "professor" explained to all who came within hearing distance that German silver wire was the best known material for aerials and was "used by all big stations". This aerial had nothing at all to do with the transmitting and receiving set; it was there only for purposes of demonstration.

Being a good talker, the "professor" succeeded in collecting a fair number of students, prospective radio operators ready and anxious to learn the wireless art. He also organized a wireless club.

When the kids finally began to get wise to the professor's buncome they made life very uncomfortable for him by asking questions that were too technical.

There came a time, then, when the members disappeared and the exponent of the art was left high and dry and alone, with nothing but the memory of his teachings for consolation.

As a sample of the information received in this radio institute the following is a gem worth recalling:

One fine evening six wireless amateurs visited the ham shop. Its proprietor received them with open arms and escorted them all over the place showing his equipment and explaining wireless as he went. About the middle of the discourse, he was interrogated by one of the amateurs, who, being a rascal, told that he could hear Grand Haven station, 45 miles away, very clearly on the school receiving equipment. "Oh yes," the professor remarked, "that's nothing: we can hear him here all the time, and to-night he should come in particularly loud as the windows are open. You know, signals always come in better if you have the windows open."

Of course we could all see that, all right.

Sometimes, even to-day, we remember the "professor" when the signals are weak, and straightway open the windows.

It always helps.

Try it.

—K. S.

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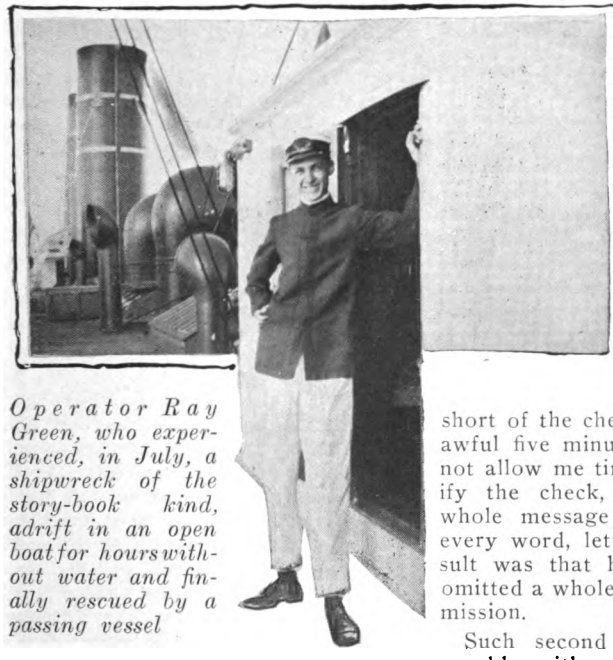

Operator Ray Green, who experienced, in July, a shipwreck of the story-book kind, adrift in an open boat for hours without water and finally rescued by a passing vessel

SMOCTH WORKING

HOW much better it is to work in a smooth, easy manner, than in the swift, jerky, and inefficient style which some operators acquire, either from nervousness, or lack of sound judgment.

Why the extremes and mutilation of the code of some men? I truly believe Prof. Morse would turn in his grave could he but hear some of the "code" which is passed along as Morse.

Take for instance the little experience I had a short time ago, at a certain station along the Atlantic coast. I was working with the operator of a passenger ship which was attempting to float a freighter. The operator was evidently very nervous over handling the few messages which were filed on shipboard, and he sent them in a quick, jerky, unreadable style. After sending a long and important message, in such a manner that all my imagination and concentration were called upon in order to receive it without a request for repeats, I discovered that there were about seven words short of the check. Then followed an awful five minutes. The operator did not allow me time to ask him to verify the check, but commenced the whole message again, spelling out every word, letter by letter. The result was that he discovered he had omitted a whole line in the first transmission.

Such second class work is inexcusable with a man who boasts of holding a first grade license.

Some time after this incident occurred, another steamer went aground in the same vicinity. The operators were evidently good, steady men, for, although much more traffic was handled than in the other case, there was not a hitch during the whole period of working time. Their style was medium speed and even work, both in sending and receiving.

In the second instance the agent of the steamship line thanked the operators, and all concerned had nerves in good condition at the end of the day.

If operators will only acquire the steady, even, smooth way of handling traffic, much more work will be done, in less time, with less energy wasted.

—F. H. I.

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RECREATION IN STRANGE PORTS

EVERY Marconi operator, especially those on coastal ships, should join the Young Men's Christian Association, for membership in this body posseses numerous and valuable advantages.

How often have operators been heard referring to this and that city or town in disparaging terms, because it was hot and there was no beach at which to refresh themselves! And the plea that they do not know anyone, there is nothing to do, there are no young ladies to call upon!

These situations are so easily overcome by members of the Y.M.C.A., a local branch of which may be found in every city or town of any importance on the eastern and southern coast.

Upon arriving in a strange city one may go to the Y.M.C.A. and be cheerfully welcomed; a good bit of exercise may be enjoyed in a fine gym, and a bath and plunge in the cool pool added for refreshment. The visitor may then enjoy a comfortable reading room with all the latest magazines, newspapers and periodicals. Every Y.M.C.A. is equipped with game rooms, including pool, bowling, checkers, chess and numerous other games, any and all of which will make pass quickly the hours spent in port.

In many places the Y.M.C.A. has dormitories in which one may stop, should the preference be to sleep on shore. Members, as a rule, are very sociable and it is easy to make acquaintances among the nicest class of young men—the kind which are best for Marconi **men** to associate with.

Those who prefer the company of the fair sex will find it not difficult to meet the sisters of the acquaintances they make at the Y.M.C.A.

This might prove to be a real suggestion to many operators whose idea of a good time in our southern ports is of a much different character; try it now, join the Y.M.C.A. The admission fee is very small and entitles the operators to every advantage of the home with no expense whatsoever.

—Gilson V. Willets

SUCCESSFUL COMMERCIAL TESTS WITH JAPAN.

The third and final series of tests for trans-oceanic service between Honolulu and Japan by means of the Marconi station in Hawaii and the stations of the Imperial Japanese government at Funabashi, has just been completed. Telegraphic reports indicate that these tests were by far the most successful of any so far made, communication having been maintained night and day in both directions.

The Director-General of Posts and Telegraphs and his suite visited Funabashi recently and sent the following messages to General Manager Nally:

"We are hurrying to conclude arrangements and came here to see final test and find same satisfactory. We send you our best compliments on this occasion.

"Best operators in these tests will be appointed within a few weeks and inauguration of commercial service will be announced as soon as possible."

FRANK NO. 2244 LOST

Juan de Jara Almonte, South American representative of the English Company, who has been making his headquarters in the New York office, reports the loss of his Marconi Frank No. 2244. All operators are requested to note this number and if the frank is presented at any of our stations it is to be taken up and forwarded to the head office.

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Irving Vermilya, manager at South Wellfleet, dressed to weather a storm

INVITATION TO LAND MEN

The traffic manager has extended a cordial invitation to all coast stations operators to call on him at the head office should their vacations bring them to New York. Passes to visit the Woolworth Building tower will be issued to those desiring them.

OPERATOR BALKS MEXICANS

That Mexican bandits failed to add another American life to the long list of their victims is due to the coolness of Marconi Operator Outtner of the C. A. Canfield. On June 25th, while the steamer was lying at Tampico, William Green, manager of the Hausteca Petroleum Company, begged to be hidden from men who were seeking to kill him. A few minutes later a Mexican officer boarded the ship with a squad of soldiers and informed the captain of the Canfield that Carranza officials had given him orders to shoot Green on sight. But here the wireless entered into the situation.

In the radio cabin Outtner was calling the U.S.S. Machias, lying nearby, and a surprise was arranged for the Mexicans in the shape of a lieutenant from the Machias, backed up by bluejackets armed with rifles, who quickly drove the Mexicans from the Canfield.

IN THE OLD DAYS.

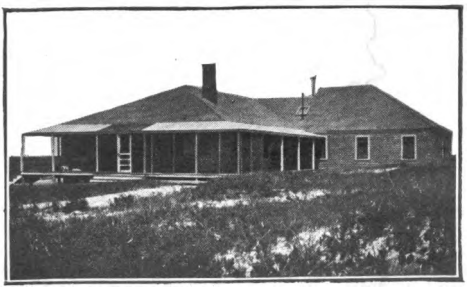
The following is told as having happened on the San Jacinto sometime in the year 1906, when the third mate endeavored to put one over on "Windy."

Congdon, the third mate aforesaid, rushed to the wireless cabin very much excited and handing the operator a **white** Chinese laundry ticket said "Hey, hurry up, send this."

The operator, very much alive to the fact that he himself was the owner of one of those precious documents, turned on the switches and "sent" the message, after which he calmly placed it on the file.

The mate looked on in astonishment and disappeared after learning that his message had been forwarded to N.Y.

An hour or so later the operator was heard to give some station "OK", and immediately the mate was notified that a message was waiting for him. Upon reaching the wireless room he was presented with the **red** laundry ticket and told: "Here's your answer".



The operators' home at WCC, showing the spacious verandas

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EASTERN DIVISION NOTES

E. J. Nally, vice-president and general manager, has returned from an outing spent in Ulster County, much benefited by the relaxation and change of air and scene.

Miss L. A. Horton of the head office was struck and knocked down by a horse and wagon at Broadway and Vesey Street, New York, on August 12, sustaining slight injuries.

Chief Clerk, H. A. Sullivan, of the head office, is back at his desk, after spending a fortnight at Nantasket Beach, Boston and Plymouth, Mass.

W. Cockett has been transferred from the Auditing Department, where he has been on special service for two years, and will take up the work of code instruction at the Marconi School, relieving H. Chadwick, who resumes his former duties as office manager at 42 Broad Street.

E. B. Pillsbury, general superintendent, trans-oceanic division, and W. A. Winterbottom, of the general manager's office, are en route to the Pacific Coast in the interests of the company. Before returning they will visit the Alaskan and Hawaiian stations.

Operator E. N. Pickerill, of the Saratoga, has been appointed traveling inspector to take the place of Traveling Inspector B. J. Harvey, who resigned from the service.

W. C. Graff is senior on the Zulia. H. T. Williams from the school is his junior.

Operator L. W. Passano has been assigned to the Moreni, relieving F. A. Savage, who has returned to the Southern Division.

R. E. Dale, formerly of the New York, is now on the Buenaventura. H. R. Davis of the Kroonland relieved him on the New York.

A. E. Voightlander arrived from New Orleans in time to join the Vigilant, which has since laid up at Newport News.

William Sirkin, of the Mohawk, who was slated for the Buenaventura, but who preferred shorter trips, was assigned to the Virginia, which is now "Somewhere in Europe". Alex Schneider relieves him on the Mohawk.

S. Hopko is now in charge of the El Capitan, a one-man ship.

W. R. Rosenzwieg is senior on the Lampasas.

M. De Martino, from the school, has relieved R. S. Carter as junior on the El Oriente.

L. Barriette is holding down the job on the Camaguey. This is his first one-man ship.

A. C. Jacoby is shaping up well on the Nueces, another one-man ship.

B. McLean is now on the yacht Aztec, running up and down the Sound; not nearly as exciting as the War Zone we would surmise. "Doc" Forsyth relieves him on the Mongolian.

C. R. Underhill is junior on the Kroonland.

R. Duna has access to the key on the D. N. Luckenbach.

G. V. Willetts, late of the Standard 2nd, is no longer in the oil business, having been transferred to the Concho as junior, where the atmosphere is of more aesthetic composition.

C. L. Fagan is doing temporary duty at the Wanamaker station, pending the appointment of a permanent operator to replace R. T. Crane, who has resigned to take up another vocation.

Albert Darlington is junior on the Florizel, pro tem.

L. F. Kendall, from the school, made a good start as junior on the Jamestown.

C. E. Murray, of the City of Montgomery, is on sick leave. G. Kavanagh relieves him.

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D. Cawman is enjoying the change from the El Dia to the El Valle, variety being the principal spice of life for Cawman.

F. W. Payne, from the West Coast, relieved Operator A. S. Cresse on the Gulfstream. Cresse is on the El Dia.

C. V. McPherson and W. S. Terriberry have both returned after making two trips on the British steamer Crispin. They were relieved by British telegraphists in the United Kingdom.

W. F. Vogel, of the Munsoma, is now on the El Sol. G. A. Costes, formerly junior on the Munamar, relieves him.

N. Maguire, a new man in the service, sailed on the Medina when she recently went into commission.

J. A. Worrall is doing relief work at the Sea Gate station. Worrall is one of the few operators who hold an extra first grade license.

M. Beckerman has returned from sick leave and is now senior on the Apache. H. Markoe relieved him on the Huron.

E. B. Colby, of the Neches, now laid up, who was a victim of infantile paralysis two years ago, visited the Willard Parker Hospital last week to contribute his quota of the precious fluid to be used as a serum in the prevention and spread of that disease. Operator Heimbecker, of the Mohawk, intends to follow suit next time in. Marconi men rise to every occasion.

SOUTHERN DIVISION NEWS

The office of the Southern Division was recently visited by L. B. Stewart of the Head office, who was on his vacation.

H. M. Rodebaugh, relief operator of the Southern Division, recently relieved Frederick Harold Illingworth, as manager of the Jacksonville station, while the latter was on his vacation. Harold spent the greater part of his vacation with his parents in Philadelphia. We are told, that upon their arrival at Jacksonville, Mr. and Mrs. "Rody" set about making a couple of crab nets. Catching the crabs, as well as eating them, appears to be one of "Rody's" hobbies, as shown during his stay in Baltimore.

During a heavy gale about a month ago the Suwannee took water over her upper deck. It is reported that Senior Operator Loyal W. McKee developed a slight cold through getting his feet wet.

The Grecian is again in commission, the wireless being operated by L. Goldblatt and H. B. Whipple, senior and junior respectively.

H. O. Simon has been transferred from the Gloucester to the Dorchester as senior, relieving operator H. A. Pendleton. Simon was relieved on the Gloucester by Operator A. Gray, from the Tintoretto.

L. B. Robinson has returned to the Southern Division and was recently assigned to the Essex as senior operator.

William J. Phillips is on his vacation. He was relieved as operator of the Miami station by L. W. Sinclair, relief operator of the Southern Division. Phillips is visiting his parents and friends in the "Monumental" city.

F. C. Shelley, a new man in the service, has been assigned to the Powhatan as junior operator, relieving Operator R. S. Hall, resigned from the service.

L. M. Gawler, junior operator on the Somerset, has been relieved by J. M. Blake.

D. D. Moore, junior operator of the Dorchester, and L. C. Noble, junior operator of the Ontario, recently exchanged places.

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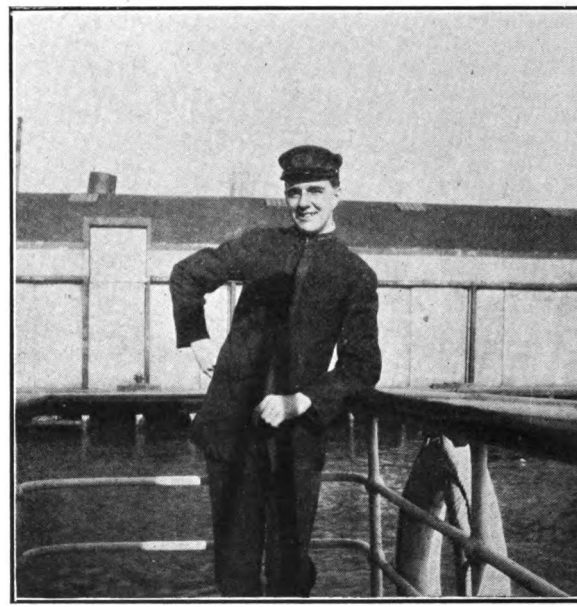
J. E. Bell has been relieved as senior of the Howard by H. H. O'Day, returned from the Eastern Division.

A. Tomasso, who has been transferred to the Eastern Division, was relieved on the Quantico by B. Wexler, a new man in the service.

T. M. Stevens, Superintendent of the Southern Division, is enjoying his vacation. Stevens is visiting friends in New York and Boston.

Personal: Lost, strayed or stolen, one "Rambler", "SX" on collar. Probably in Miami, Fla., at present. Please communicate with "BF" 601.

H. Graf, assistant operator of the Baltimore station, recently enjoyed a two weeks' vacation. He took several short water trips in the vicinity of Baltimore.



Operator A. G. Berg, who has seen some of the fighting in Mexico

GULF DIVISION STATIC

Erection of the new 175-foot steel tower for the Port Arthur station was started on August 14, and will be completed within two weeks. A steel water tower 170 feet high will support the other end of the new aerial.

The contract has been let for the erection of the new station building at Galveston. The building will be of brick and concrete and two stories in height. The contract will soon be let also for the erection of the two 175-foot steel towers for this station. The new station will be located on Market Street, between 28th and 29th streets.

The Brunswick after a month's lay-up for repairs, resumed her New Orleans-Tampa run on August 9. Operator C. E. Bower is in charge with G. P. Reynolds, a new man in the service, as junior.

T. Geist, a new-comer, was assigned to the Dade as junior on July 24, relieving S. C. Hymel, who has laid up for "repairs."

Manager C. D. Campbell of the Galveston station returned from his annual vacation on July 19.

E. N. Du Treil was assigned to the Coahuila as junior on July 29.

J. A. Hybarger was assigned to the San Ramon when that vessel was transferred to this division from the Pacific Coast on August 1.

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Manager R. Coffin, of the Mobile station, returned from his annual vacationing on August 15.

G. S. Rowe has been assigned to Tampa station as second, relieving G. H. Reachard who is assigned to Mobile station as second for September 1. Reachard has been acting manager at Fort Morgan during Manager E. A. Beane's vacation.

Manager L. J. N. Du Treil, of New Orleans station, spent his annual vacation at Biloxi, Mississippi, resuming duty on August 30.

James Washington Beasley Foley, the old reliable second at Port Arthur is spending his vacation back home in New Orleans. L. L. McCabe of the Yacht Wild Duck is relieving Foley.

M. L. Grubman, division inspector, and Miss Emma Sinclair of New Orleans were united in the holy bonds of matrimony on August 15, and are now spending their honeymoon at Pass Christian, Mississippi.

A. J. Tomasso was assigned to the newly equipped steamer, J. M. Danziger, on August 16.

GREAT LAKES GOSSIP

W. C. Evans has been assigned to the Alabama, in place of E. M. Tellefson, who takes the Christopher Columbus.

Frank Fisher has been assigned to the third trick at Chicago.

The following 1915 men have returned to the service: G. P. Derry, who takes the Georgia; R. Mathews, the Virginia; C. M. Dibbell and L. Hansen, first and second respectively, on the Minnesota; C. K. Little and W. T. Wing, first and second respectively, on the North American, while B. B. Minium and H. M. Dodge are first and second respectively on the South American.

A number of new men have been given various assignments this year: D. R. Lee, to the City of Benton Harbor, H. Deal to the City of Grand Rapids, M. J. Taynton to the Theodore Roosevelt, R. N. Scribner to the City of South Haven, and L. E. Oliver and T. J. Alderman, first and second respectively, to the Manitou.

L. L. Lynn, of the Old Guard, has been assigned to the City of St. Joseph.

The Harvester, the largest wireless equipped ore carrier on the Great Lakes, is in charge of S. K. Culbertson, who prefers the briny to a trick at any land station.

E. I. Deighan, who has been doing construction work, has been assigned to the Car Ferry Ashtabula, vice F. G. Siegel, who relieves W. H. Jones as manager at Detroit. Jones takes out the new Car Ferry Maitland No. 1, which was built at the Detroit plant of the Great Lakes Engineering Works.

Senior Eich of the Detroit 111 has resigned from the service to go into the rubber business.

F. F. Redfern, of the Ann Arbor No. 4, has been called to the front and is now doing duty on the Mexican border.

O. R. Redfern recently spent two weeks vacation in Buffalo and New York City. Otto must have had a good time as he says he is ready for another year's work. Otto is in charge of the Duluth station.

T. W. Fountain, formerly day operator at Milwaukee, now has a position with a rubber concern at Minneapolis. Tommy is becoming prosperous.

F. O. Wilkinson, night operator at Milwaukee, now has the day trick.

It is rumored that J. E. Clark and A. R. Miller, operators at Ludington, are to have a double wedding performed.

W. D. Millgard, purser and oper-

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ator, on the P.M. 19 is going to marry again, it is said.

SAN FRANCISCO SERVICE CHANGES

J. F. Costigan of the steamer Floridian, and A. W. Peterson, third trick operator at the San Francisco (Hillcrest) station, have been doing exceptional distance work for this season. Operator Peterson has successfully obtained the Floridian's position nightly up to a distance of 5,277 miles.

W. F. Payne, familiarly known as "Bill", of the steamer Aztec, in a short communication says that he took unto himself a better half on his last stay at New York. Congratulations old man!

R. Ticknor and Y. DeBellefeuille made a short stop at San Francisco while en route to the Orient on the Siberia Maru. Both men will be replaced by Japanese operators on their arrival in the Orient and return to San Francisco as passengers.

A word from Mousley, formerly on this Coast, says that he and T. A. Churchill have been assigned as first and assistant, respectively, on the Korea Maru, bound for the Orient via San Francisco.

J. A. Benn was assigned in charge of Barge 95, July 24.

G. N. Robinson joined the Jackling yacht Cyprus at New York on July 10.

R. S. Roehrig, formerly of the Catalina boats, was transferred to the steamer Centralia, bound for Mexican ports, at East San Pedro July 24.

L. S. Grabow, in charge of the steamer Bear at the time of the wreck, has recently been assigned to the trans-Pacific vessel China.

Earl Diamond and E. T. Jorgensen are acting first and assistant on the steamer City of Topeka. Jorgensen has been relief operator at the Hillcrest station for a few weeks.

The vacation period for the Southern District stations is practically over, and we are informed that the rest has added sufficient "pep" for a heavy grind with accurate work.

R. A. Germon was assigned to the steamer Jim Butler, in our Mexican Service, July 10, vice H. W. Everett. Everett, after a prolonged stay in Mexico, is spending a few weeks with relatives in Southern California.

E. D. Bryant, another man who has been enjoying a vacation, has returned to his former position as operator in charge of the liner Lurline.

L. O. Marstellar has been assigned to the steamer Honolulan of the A. & G. Division, relieving C. Bentley, who, after a short vacation, will resume service on the Pacific.

R. H. Brower and S. F. Booth have been assigned first and assistant on the steamer Ecuador at New York.

H. D. Jaggers, in charge of the steamer Richmond for the past two years, has been transferred to the steamer Paraiso on the San Francisco-South American run.

F. Hartman was assigned junior on the steamer Queen at Seattle on July 26.

ADAM STEIN, JR., ASSISTANT CHIEF ENGINEER.

Adam Stein, Jr., has been appointed assistant chief engineer of the Marconi Wireless Telegraph Company of America. He was graduated from the University of Pittsburgh, becoming associated as chief engineer with Professor Reginald Fessenden upon the completion of his university course. He has recently been detailed at St. Louis as commercial engineer for the American Telephone & Telegraph Company with which he was employed for five years.

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OF AMERICA

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233 BROADWAY, NEW YORK

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Books on Wireless

A list of some of the best books pertaining to the wireless art. We have made arrangements whereby we can supply our readers with any book on wireless published in America at regular published price. We can also import on order any book published abroad. **Send us your orders. They will receive proompt attention.**

YEAR BOOK OF WIRELESS TELEGRAPHY (1916) pp. 1000. Contains a yearly record of the progress of wireless telegraphy; complete list of ship and shore stations throughout the world, their call letters, wave-lengths, range and hours of service, and articles by the greatest authorities on vital questions.....$1.50 — $1.00

HOW TO PASS U. S. GOV. WIRELESS EXAMINATION. 118 Actual Questions Answered. 72 pp. E. E. Bucher. The greatest wireless book ever published for amateurs and prospective wireless operators..... .50 — .40

HOW TO CONDUCT A RADIO CLUB, pp. 128, 116 illustrations, E. E. Bucher. Describing Parliamentary Procedure indoor and outdoor experiments. Receiving Set and many other features..... .50 — .40

LIST OF RADIO STATIONS OF THE WORLD. 220 pp. Compiled by F. A. Hart, Chief Inspector of Marconi Wireless Telegraph Company of Am., and H. M. Short, Resident Inspector U. S. A. Marconi International Marine Com. Co. The only complete authoritative call list published.. .50 — .40

HAND BOOK OF TECHNICAL INSTRUCTIONS FOR WIRELESS TELEGRAPHISTS, pp. 295, Hawkhead, J. S. Covering principally the practice of the Marconi Co. abroad and elementary explanation of the underlying principles .....1.50 — 1.00

TEXT BOOK ON WIRELESS TELEGRAPHY, pp. 352. Stanley, R. A. text book covering the elements of electricity and magnetism, with details of the very latest practice in wireless telegraphy in European countries—recommended to all workers in the art of radio telegraphy.....2.25 — 2.00

PRACTICAL USES OF THE WAVEMETER IN WIRELESS TELEGRAPHY. Mauborgne, J. O. Originally compiled for the Officers of the U. S. Signal Corps; comprises an explanation of the use of the wavemeter, the most complete publication on the subject so far produced.....1.00 — 1.00

THE WIRELESS TELEGRAPHISTS' POCKETBOOK OF NOTES, FORMULAE AND CALCULATIONS, pp. 347, Dr. J. A. Fleming. Bound in full flexible, rich blue leather, stamped in gold, with round corners and gold edges. A book of practical working formulae and calculations for the student of radio telegraphy. Bound to be considered an indispensable part of the working equipment of every wireless student.....1.50 — 1.00

WIRELESS TELEGRAPHY, pp. 443, 461 illustrations, by Dr. J. Zenneck. Translated from the German. The work is the most scientific and thorough that has appeared on this subject. It covers all phases from physical principles to finished commercial apparatus.....4.00 — 3.60

PROCEEDINGS OF THE INSTITUTE OF RADIO ENGINEERS, edited by Dr. Alfred N. Goldsmith. Nos. 3 and 4—1913; Nos. 1, 2, 3, 4, —1914, and Nos. 2 and 4 for 1915 sold singly at $1.00 each. Volumes II (1914) and (1915) Bound in Buckram, $5.00 each..... — 6.00

WIRELESS TELEGRAPHY AND TELEPHONY, pp. 418, 350 illustrations. Eccles, W. H. A Handbook of Formulae, Data and Information. Also gives brief accounts of the position of modern thought and speculation, includes a number of detached essays on subjects that seem to have been neglected hitherto. Many formulae now published for the first time. A number of Abacs for facilitating the rapid application of formulae. A novel Abac for the calculation of wave-lengths of circuits. The information is classified on a simple, definite system and the scheme of cross-references is complete, a copious Index and a Glossary of the Scientific and Technical Terms, Words and Phrases used in Radio-telegraphy ..... — 3.50

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MARCONI SERVICE NEWS

Vol. 1. No. .10 October. 1916

Published at 233 B'way, New York. Edited by J. Andrew White.

A Fair Man

HE gazes at life through a window-pane and does not view it through a lens.

He measures facts with honest tapes and weighs folks as he finds them, not as he hopes or hears or wishes them to be.

He forms no definite opinion on any subject until he is qualified by the possession of information sufficient to reach a sane, unbiased conclusion.

He does not make the common error of confusing education with intelligence. The world is filled with good brains which have missed the opportunity of training. Intelligence is an instinct and an experience, while culture is largely a schooling—a memorizing of facts and rules and incidents.

He discusses his grievances with no one, not wishing to inflict his essentially personal worries upon his fellows.

He asks no man to perform any service which he could not and would not perform without smirch to his own self-respect.

Above all else he is a **gentle** man.

—Herbert Kaufman.

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BRASS TACKS, *DRIVEN BY C. J. ROSS*

PRAISE

When the summer sun is beating down, and scorching
everything in town,
And humidity in fiendish glee,
Makes miserable the days,
There's nothing that is quite so nice, more cooling than the
coldest ice,
To brace a guy and make him try
As just a little PRAISE.

Don't shut yourself up so reserved. No PRAISE is wholly
undeserved.
Don't depict fear—spread some good cheer
Kind words unsaid get rusty.
You're filled with gentle word and deed, remove the cork,
let them be freed;
Turn on the fountain of your PRAISE,
For hearts grown dry and dusty.

Each little word of cheer you give, in someone's memory
will live;
A cordial gesture, kindly smile,
With indiscrimination,
Will make the valiant heart more free—you'll see the weak
will stronger be;
Do your small part—don't let a heart
Starve for appreciation.

This world consists of many men and other folks, and
sometimes when
Upon life's path you pass them by
Trudging their weary ways.
A heavy heart can be made light, discouraged souls renew
the fight;
Unloose your smile, make life worth while,
With cheering words of PRAISE.

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Advice on Abstracting

Conducted by *C. F. Krauter*

Operators are cordially invited to direct questions to this official department, which is designed to clear up all points pertaining to the making up of abstracts.
Questions on technical matters will not be answered.
The Operator's name and division must accompany each inquiry, but will not be printed.

Rob.—(1) Is a retransmission charge applicable on traffic relayed by our ship stations, for our coast stations, to foreign equipments?

Ans.—No. Regardless of what company operates a station, for which a message is destined, we make no charge against our own stations for relay.

(2) If one of our ship or coast stations relays a message for a vessel equipped with foreign apparatus, does the relaying station charge for relay only, or would they charge for relay plus the receiving (office of destination) station's charge, crediting the respective accounts?

Ans.—Relay only, with two exceptions, Tropical Radio and U. S. Naval Communication Service traffic via our coast stations to our ship stations show full radio tolls as accruing to our coast station, which will in turn credit the ship with its proportion.

(3) Similarly, a foreign ship station relays a message for a foreign coast station, destined for one of our ship stations. Is the relaying ship or the coast station debited for our ship tax?

Ans.—Coast station.

(4) Do we charge "other line" ships for relaying U.S. Weather Bureau messages addressed to Observer, Washington?

Ans.—No.

A.K.—Is there any local delivery charge on traffic via Key West station.

Ans.—No.

F.C.—(1) Has General Order 125 been superceded?

Ans.—Yes, in a comparatively small way, instead of the coast and ship tax being given in the service instructions (see paragraph 3), give the coast tax only.

(2) Explain how we abstract radiograms received from the Western Union, originating in England, France or other foreign countries, except Holland, with and without the prefix "Thulium."

Ans.—When a Thulium message is received, enter tolls in the "Miscellaneous" column with the notation in the "Remarks" column, when from London, "M.I.M.C.Co. Thulium", when from Paris, "French Co. Thulium", etc. When a message is received without the prefix "Thulium", transmit the message as "Collect", charging the company operating the vessel for our coast tax. Enter tolls in the "Miscellaneous" column, with sufficient notation in the "Remarks" column to indicate from whom monies due.

(3) If a coast station receives traffic from the Western Union destined for a ship which has passed out of range, but is is communication with another coast station, how should the traffic be forwarded via the Western

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Union, MSG, PDH, P or what?

Ans.—If a coast station is certain that a vessel has passed beyond its range, it will immediately inform the office of origin, advising if possible, what station is in touch with the ship in order that the sender may reroute the message; then cancel and file.

(4) How would you abstract a message as set forth in Question 3?

Ans.—Enter, but show no tolls, filling in the word "Cancelled" in the "Remarks" column.

D.J—Should Olsen & Mahony be charged for traffic exchanged with the Providencia?

Ans.—No, S. E. Slade Company, San Francisco.

L.V.—Would the Tropical Radio charge us for relaying a position report?

Ans.—Yes.

J.N.—What company operates the Seward?

Ans.—M. H. Tracy & Co., Inc., N. Y.

Jack.—Will an answer to a deadhead message be accepted deadhead, provided it is supported by the deadhead message to which it is a reply?

Ans.—No.

R.G.—What company operates the Lydie and Escaut?

Ans.—Pierre Mali, New York.

Inquisitive.—Are both the telephone and post charges of five cents credited to "Telephone Account?"

Ans.—Only on coast station abstracts, the telephone account being more of an operating account than for telephone charges alone. They should be treated as forwarding charges on ship abstracts.

J.F.—What company operates the Edgar Luckenbach?

Ans.—The owners, Luckenbach Steamship Company.

J.H.—A ship passing along the coast receives a commercial message through a coast station and for some reason or other is unable to effect delivery of the message and being out of range of the coast station, the message was received from, how will he notify the office of origin?

Ans.—The ship can send notice of non-delivery through the next coast station with which it can communicate, provided it be a Marconi, U.S. Naval Communication Service or United Fruit coast station that is open to commercial business. The coast station will forward such service messages to destination in all respects as though it related to its own correspondence. In cases where a reply to a service message is to be expected, a ship may ask that it be sent through another coast station by stating "Reply via...." in its original service.

N.V.—If the addressee of a message is handed a reply paid voucher for two dollars and in turn sends an answer for a dollar and a half, should the two dollar voucher be taken up and a new voucher issued for fifty cents? If not, what is the proper procedure, how is the fifty cents accounted for?

Ans.—The voucher should be taken up, the balance due will be refunded through the Head Office. Abstract full amount chargeable against "R.P. A/C.", distribute actual tolls accordingly and credit the balance to "Refund A/C." in one of the blank columns. This does not apply to coast stations receiving answers via Western Union, where no voucher is involved.

J.H.J—Advise me if it necessary for an operator to sign his personal deadhead messages in full, —initials as well as last name?

Ans.—Last name is sufficient.

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TAMPA AND ITS MANAGER

The Tampa station is not in Tampa, according to Manager R. I. Young, who appears in the animated photograph on this page. It is in the city of Gary, some four miles from the business center of Tampa, says this authority in speaking of the bathing, fishing and boating enjoyed by the staff in leisure moments. "Being located on the water's edge, we have the coolest spot in town, and when the city folks are sweltering we can most always locate an air pocket. We also have with us the Florida mosquito, especially vigorous and healthy. During the rainy season the ground on which the station is located is frequently inundated, bringing old Tampa Bay right to the doorstep. Another distinction of the district is the electrical storm; statistics bear out the statement that we have more here than in any section of the United States."

Down among the Latin races that compose the greater part of the workers of the country's greatest cigar city, Mr. Young is making an enviable record. Since May, 1913, he has held down the management of this station and capably handled the manifold extra duties, such as supervising equipments, repairs and remittances, also providing and exercising jurisdiction over the operators, on the P & O steamers, which include the Olivette, Miami, Mascotte, H. M. Flager and a new ferry, the Joseph Parrot. Tampa's manager brings to bear on this job the experience gained in continuous wireless service since early in 1909. His four years at sea, before assignment to the Florida coast station, brought him to practically every American seaport from Boston to Buenos Aires. Assignments aboard ship include the Merchants & Miners ships, "too numerous to mention," as well as on the Saratoga, Creole and Vestris.

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Maintenance Matters

A Department for Technical Questions With Answers

By P. B. Collision

All employees are invited to direct technical questions to this department

F.C.B., writes:

During the last trip of this vessel the alternator of the motor generator set suddenly failed to generate. After removing the armature from the machine, with suspension tests of the circuits involved, it seemed positive that an open circuit did not exist. I have since learned that the Maintenance Department located a loose connection at some point in the circuit, but I cannot understand where it could possibly have been. A complete explanation of the cause of the trouble would be gratefully received.

Ans.—If the operator in charge of this equipment had taken the precaution to carefully trace out and examine the exterior winding of the motor generator and the spring contacts of the antenna switch, he would have saved himself a needless amount of labor. The most common cause for a trouble of this nature is an open field circuit. Instead of taking down the motor generator, examination should have been made of the spring contacts on the aerial switch, the sliding contact on the generator field rheostat and the last contact on the automatic starter. If found to be in good condition, and the exterior winding o.k., it would have been in order to test the field coils in the armature. This could easily have been carried out by means of a 16 c.p. lamp connected in series with the d.c. line. This procedure holds good for the 2 k.w. and ½ k.w. sets, with the exception that in the latter the field circuit of the generator is not turned off and on by the plunger of the automatic starter. Later editions of this set, however, are being fitted with an extra contact for this circuit to act exactly as in the case of the 2 k.w. set.

In the particular problem cited by F.B.C., the open circuit was located in the spring contacts of the antenna switch, which did not effectively close the circuit.

W.C.K., asks:

I am frequently advised by other stations that the note of my set is not pure. What test can be made to determine the pitch of the note and in what manner can a "rough" note be made smooth? My station has a 2 k.w., 500 cycle, equipment.

Ans.—The importance of a clear note on these sets cannot be overestimated, since the range depends upon the pitch of the note as well as the current in the antenna circuit. The actual test for determining the pitch is simple. Operators are aware that during the transmitting period the receiving detector and the head telephones of the receiving equipment are short circuited and consequently the note of the local transmitter cannot be heard except in the following manner: Take a piece of thin cardboard and slide it between the cross bar and the vertical contact strips at the front of the aerial change-over switch; then it is only necessary to press the key of the transmitter to hear a faithful reproduction of the note.

The motor should then be adjusted to its proper speed by means of the

(Continued on page 11).

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GENERAL INSTRUCTIONS FOR OPERATION OF THE TYPE 107-A RECEIVING TUNER

1. Type 107-A receiving tuner is a modification of type 103 tuner, which in turn is a modification of the original valve tuner.

2. Tuner 107-A is fitted with a **carborundum crystal detector only** and is supplied with a 400-ohm potentiometer for close regulation of the current flow from a local battery.

3. External connections (two binding posts) are placed directly underneath the aerial tuning inductance, thus permitting the use of a second detector. The change from one detector to the other is effected by means of a small single blade double throw switch mounted on the top of the box. When thrown to the front contact, this switch disconnects the carborundum crystal and potentiometer and connects in the external detector to the terminals of the secondary winding.

Since carborundum is the only detector authorized for use, these two binding posts may for the present be ignored.

4. When the double throw knife switch (two-blade or three-blade) mounted on the top, left hand side of the tuner, is placed in the "tune" position, the internal connections are as indicated in the diagram, Figue 1. Here, L-1 is the aerial tuning inductance, the value of which is altered by means of a multi-point switch mounted on the left hand front of the tuner.

C-1 is the short wave variable condenser connected in series with the aerial system. In the full scale position it short circuits itself and is thus cut out of the antenna circuit. This condenser is mounted on the left hand side on the top of the tuner.

L-2 is the primary winding of the receiving tuner and has a fixed value

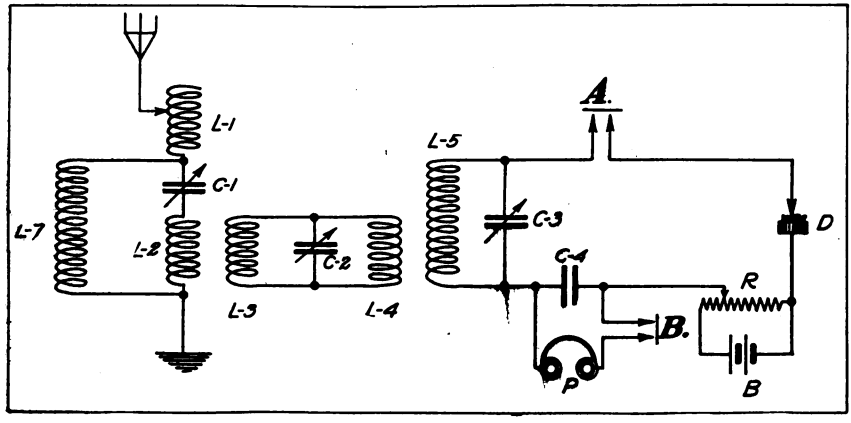

Figure 1

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of inductance (not variable).

Coil L-3, Condenser C-2, Coil L-4, comprise the intermediate circuit. L-3 is of fixed value and is in inductive relation to L-2. L-4 has the same dimensions as L-3, but it is in inductive relation to Coil L-5.

The wave-length of this circuit is varied by means of a condenser C-2.

Coils L-3 and L-4 are wound on balls or spheres, mounted on a shaft so they can be turned at a right angle to L-2 and L-5, simultaneously. This is effected by means of the coupling knob mounted on the right hand end of the tuner, and thus the coupling between the intermediate circuit and the antenna and detector circuits is varied as required.

Coil L-5 and Condenser C-3 constitute the secondary circuit. L-5 is of fixed value and C-3 is the well known "billi" condenser, having a value of about .0001 microfarad.

C-4 is the telephone condenser of approximately .003 microfarad capacity.

R is a sliding contact potentiometer of 400 ohms, mounted on the left hand side of the tuning box.

B is a dry cell battery of 1.5 to 3 volts, while D is the usual carborundum crystal.

The inductance coil, L-7, is an inductive static leak for preventing the accumulation of large static charges upon the plates of the short wave variable condenser to prevent the rubber dielectric from puncturing.

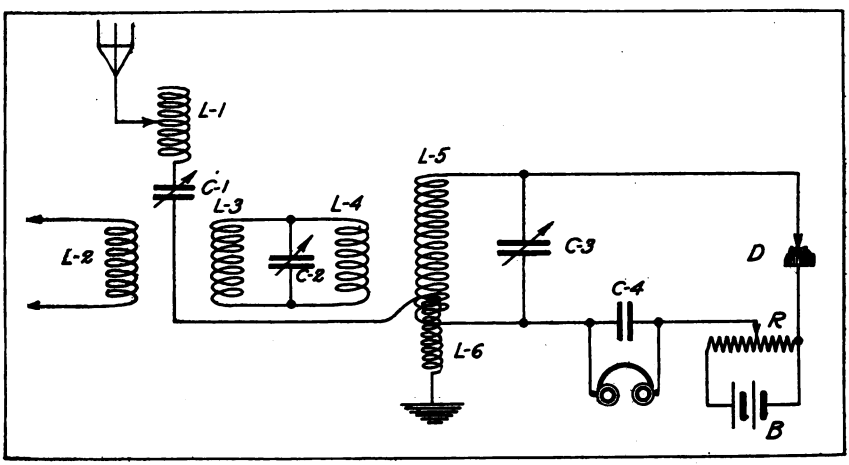

Figure 2

Operation

5. With the connection indicated in Figure 1 the tuning is extremely sharp and **the circuits will not respond to wave-lengths in excess of 1,000 meters.**

For general work the coupling knob is set at 90°.

The billi condenser is set at the zero position on the scale and one or two points of the aerial tuning inductance connected in the circuit.

The setting of the intermediate

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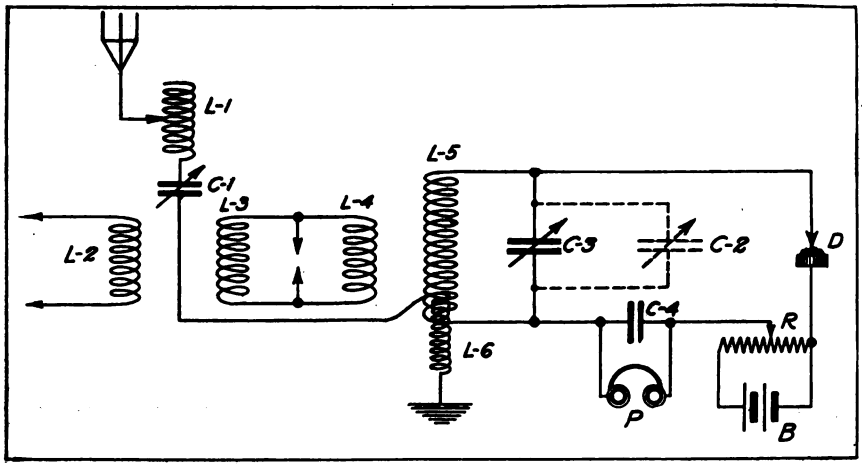

Fig. 3

condenser, C-2, is altered until response is secured.

Correct setting for the poteniometer is obtained by means of a buzzer tester or by listening to the signals of a distant station.

Follow this by reversing the connections from the battery to the tuner until the loudest signals are obtained.

For wave lengths up to 1,000 meters, three or four points of inductance should be added at the aerial tuning inductance, but for the wave-lengths below 600 meters, the short wave condenser should be used at smaller values of capacity.

The billi condenser permits the wave-length of the detector circuit to be varied from approximately 450 meters to approximately 1,000 meters.

"Stand-by" Position

6. When the double throw knife blade switch is thrown to the left—"stand-by" position—the circuits are altered as in Figure 2. With this connection the primary winding, L-2, is disconnected from the antenna circuit and a second primary winding L-6 connected in its place.

L-6 is an inductance of fixed value wound tightly around the winding L-5, giving a close degree of coupling between the aerial and detector circuits.

From this diagram it will be plain that coil L-4 of the intermediate circuit is still in inductive relation to L-5 and unless the precaution is taken to turn the coupling knob to the zero position, considerable energy will be absorbed from the detector circuit, thereby reducing the strength of signals, particularly if the intermediate circuit is in resonance with the antenna and the detector circuits.

7. For wave-lengths up to approximately 1,000 meters with the "S.T.D. B.I." connection, only the billi condenser is employed in shunt to the secondary winding, but for wave-lengths in excess of this value, the small six-point, double throw switch, mounted on the top of the tuner, is placed in the "S.T.D.B.I. long wave" position; whereupon the intermediate condenser, C-2, is connected in shunt to the billi condenser C-3. This con-

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nection permits waves in excess of 3,000 meters to be adjusted to in the secondary circuit.

The complete circuit for this connection is indicated in Figure 3.

Note carefully that the intermediate circuit is not employed. It is important to note also that the type 107-A tuner is fitted with four binding posts (at the rear) from which connections extend to the type S aerial change-over switch. When the antenna switch is placed in the transmitting position the circuits of the 107-A tuner are interrupted at the points A and B, (Fig. 1) thus breaking the circuit to the detector and the head telephones. The contacts at this switch must have careful inspection from time to time or otherwise the apparatus positively will not function.

Should these contacts be broken a permanent jumper should be placed across the binding posts to keep the circuit closed.

Type 107-A tuner should be used with the Type S aerial change-over switch **only.**

The complete circuits for the tuner are shown in detail in Figure 4 and with the foregoing explanation, the functions of the various elements

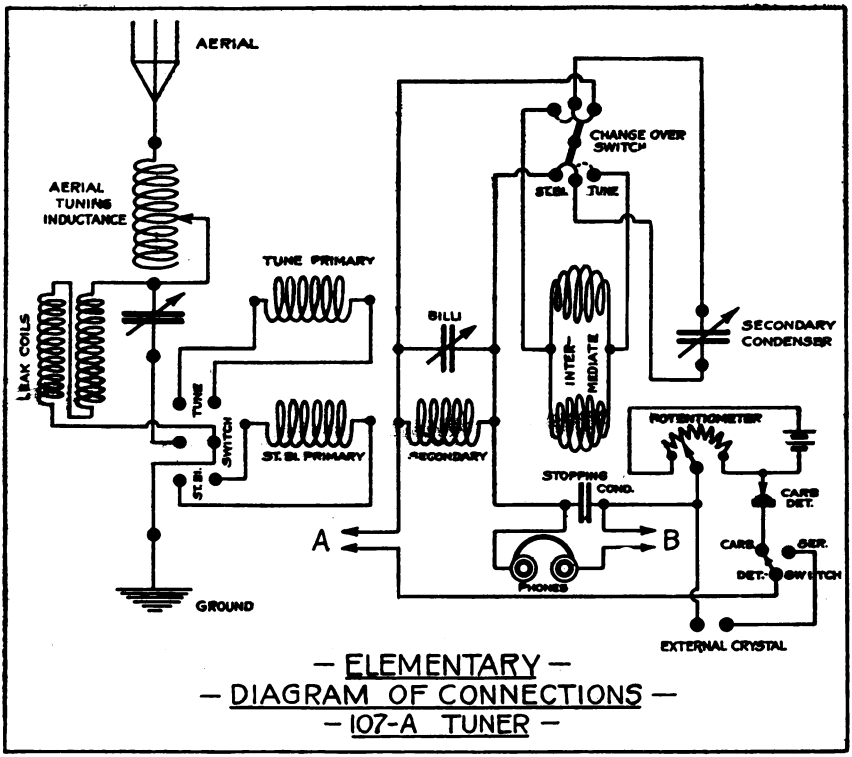

Fig. 4.

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should be clear without further instuction.

General Instructions

8. For "stand-by" tuning or broad adjustment at wave-lengths up to 1,000 meters, place the double-throw knife switch to the left.

Set the condenser switch on "tune."

Set the coupling knob at zero.

Carefully adjust the billi condenser.

Connect in a few points of the aerial tuning inductance.

Vary the capacity of the short wave condenser.

9. For long wave-lengths (in excess of 1,000 meters) place the condenser switch on "stand-by long wave" position.

Vary carefully the capacity of the intermediate condenser.

Add inductance at the aerial tuning inductance.

10. For sharp tuning on the shorter wave-lengths (below 1,000 meters), place the double throw knife switch to the "tune" position.

Place the condenser switch on the "tune" position.

Set the coupling knob at from 70° to 90°.

Adjust carefully the intermediate condenser.

Add two or three points of inductance at the aerial tuning inductance.

Follow this by variation of the capacity of the short wave condenser.

In this position, all the variable elements of the complete tuner are in use.

MAINTENANCE MATTERS

(Continued from page 6).

motor field rheostat. By moving the sliding contact upward, the speed is increased, the reverse action taking place when it is pushed downward. The proper position with normal ship's voltage is about the middle of the rheostat. Positively no advantage is gained by speeding the machine above the normal.

The next step is to place 8 plates of the quenched gap in the circuit by means of the adjustable clips. Follow this by raising or lowering the sliding contact of the generator field rheostat until the note becomes clear. Next take note of the antenna current and the reading of the wattmeter. If the antenna current is not of normal value and the wattmeter does not indicate 2 k.w., add another gap and proceed as before. When the best adjustment is found in this manner, occasionally a slight variation in the speed of the motor will give better pitch to the note.

When sending on low values of power, 1 k.w. or less, reduce the number of gaps and readjust the apparatus as in the previous case. Do not attempt to obtain a clear note by means of the motor field rheostat alone.

FRANK NO. 1920 LOST

The commander of the steamship Coamo reports the loss of his message frank, No. 1920. Operators are instructed to take up this frank if presented by anyone and mail it to the Traffic Manager, at the New York office.

EXECUTIVE OFFICE NOTES

E. J. Nally, vice-president and general manager, who sailed for England on the Finland, September 1st, is still in London.

E. B. Pillsbury, general superintendent, Transoceanic Division, and W. A. Winterbottom, of the general manager's office, who left New York on a tour of inspection of the Pacific Coast Division during the latter part of August, are now in Alaska, where they will remain about a fortnight.

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George S. DeSousa, traffic manager, on August 30th, successfully passed through a serious operation at the Jamaica Hospital; he is recovering rapidly and has returned to duty.

J. de Jara Almonte, now with the English Company, sails October 4th for Venezuela on important business of the Marconi Company.

William Collins, who for the past five years has been connected with the Second National Bank of New York City, has been appointed assistant cashier.

Charles Eugene Preiss, erstwhile junior operator on the Morro Castle, is now occupying a berth in the traffic auditing department.

Ralph Barnes has left the company to take up a secretarial position with the American Car and Foundry Company, of Berwick, Pa.

EASTERN DIVISION NEWS

Paul S. Lewis has returned to the service and is now on the Comet. Lewis resigned a few months ago to take up farming, but the lure of the wireless was too strong to be resisted.

M. DeMartino is junior on the Sabine.

A. Bernhard is senior on the Morro Castle. Bernhard has spent the past year on the Kentra, making two long trips to South America. He enjoyed them immensely.

G. B. Ferguson is on the Manchuria.

G. R. Entwistle is with Ferguson on the Manchuria.

I. Hoffman was transferred from the Northland to the Munamar.

M. Gittleson, a graduate of the school, has been placed on the El Cid as junior.

Verner Hendrickson and G. H. Hamilton, the latter fresh from the school, are senior and junior on the Cherokee. This is Hendrickson's first assignment to a passenger ship, and he likes it.

E. W. Harris is on the Louisiana. The boys at the Brooklyn Y. M. C. A. will miss him.

H. E. Cohen has been doing relief duty on the Hamilton, filling in while waiting for the Crofton Hall.

J. B. Swift and J. H. Uhalt were assigned to the San Juan of the Gulf Division, when she left New York recently.

A. E. Voigtlander is junior on the Antilles. Voigtlander has been running south for quite some time now, but the heat seems not to bother him; he's as jolly as ever.

G. R. Gould has resumed duty on the Mexico.

Clinton White is on the Philadelphia of the Red "D" Line.

Gerald Travis is making a trip to the West Indies on the Algonquin.

J. Maresca has returned to duty and is on the Jamestown. Maresca looks well and is glad to get to work again.

Geo. A. Geare was assigned by our Baltimore office to the bark Manga Reva, which has just been equipped. The ship is bound for South America.

E. R. Merrow relieved S. H. Giffin on the Brindilla at Baltimore recently. Merrow is a Bostonian and has been serving in the Southern Division.

E. T. Erickson is on the Jefferson.

J. F. Maher has returned to the Eastern Division from the Pacific Coast. Maher is on the Pampasas.

Charles Darcy is first on the Massachusetts.

O. B. Hanson is now riding the waves on the route to Halifax on the Stephano.

M. E. Fultz is on the Vesta. Fultz, as only a few of us know, is a college grad with the degree of E. E.

J. A. Harper is on the Gettsburg, a new ship.

Walter Osterloh has relieved Carl-

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ton Crosby on the Cubadist.

K. G. Scott is serving on the Prince Arthur as junior.

S. W. Dean has resumed duty; he is on the Halifax.

Arthur Ridley is on the Camden.

W. J. Swett has returned to ship service, A. R. Gardner relieving him from duty at Boston station. Swett is now on the Ransom B. Fuller.

SOUTHERN DIVISION NEWS

The sympathies of Marconi men have been extended to H. Shallcross, third trick operator at Cape May, whose child recently contracted infantile paralysis. Mr. Shallcross will be quarantined six weeks, during which time his trick will be filled by H. M. Rodebaugh.

F. Chapman, manager of the Miami station, is spending a two weeks' vacation visiting relatives in Detroit, Mich. L. W. Sinclair is acting relief operator at Miami.

Dave Heilig is back at "WHE" after enjoying a two weeks' vacation, during which time he was relieved by Malcolm Ferris.

Southern Division men have extended their sympathies to H. Graf, second trick operator at the Baltimore station, whose brother died recently.

E. P. Hough, third trick operator at the Hatteras station, has resigned from the Marconi service to take a business partnership with his father, at Indianola, Miss.

J. S. Merrill, assistant operator of the Savannah station, is on a two weeks' vacation. He is being relieved by J. E. Bell, acting relief operator.

There is at present, a steamship line, whose ships ply between Baltimore and Liverpool, which is known to Marconi men of the Southern Division, as the "Mack" line. The ships comprising this line and the operators who operate the wireless are: the Rockingham, L. W. McKee; Carolinian, J. Hubbard McCauley; Norlina, T. Edward McCauley; Alamance, Henry McKiernan.

W. Batchelder has been reassigned to the Persian after a week's leave of absence. Thomas Peskin, a new man in the service, was assigned to the same ship as junior operator, relieving J. C. Rile, resigned.

M. H. Halsey, who has resigned from the service, was relieved on the G. E. Paddleford by Sidney Barton,

William Irving Vermilya receives Cape Cod without aerial or ground at age fifteen months

formerly of the Sun.

L. C. Noble has been transferred from the Dorchester to the Sun. Noble was relieved on the Dorchester by Junior Operator F. C. Shelley.

H. G. Helgeson has been transferred from the Rockingham to the Powhatan, relieving operator J. W. Allen, who has been assigned to the Essex as senior operator.

A. T. Doehler, who recently reentered the Marconi service, relieved Walter Osterloh on the Borgestad.

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GULF DIVISION "STATIC"

The new 175-foot steel tower for the Port Arthur station has been completed and the new antenna erected between it and a 150-foot steel water tower. A new type 3½ k.w. transmitter will be installed early in October.

The Chalmette after a six weeks' lay-up, resumed her New Orleans-Havana run on September first. J. A. Hybarger is senior.

R. E. Armstrong, manager of Port Arthur station, is spending his annual vacation in his old home town, Winthrop Highlands, Mass. According to stray bits of static picked up by our test-buzzer set Mr. Armstrong has purchased a single ticket for his North bound trip and a double ticket for the return trip back home.

Come on J. W. B. S., it's your turn next.

L. L. McCabe has been assigned to the Port Arthur station during Manager Armstrong's vacation.

G. P. Reynolds was transferred from the Brunswick to the Wild Duck on August 21st.

Wm. Macke, a new addition to the service was assigned to the Brunswick on August 25th.

T. G. Deiler was assigned to the San Ramon on Sept. 1st, relieving J. A. Hybarger.

E. W. Rogers re-entered the service and was assigned to the Panuco on August 30th.

J. L. Bennett re-entered the service and was assigned as junior to the Coahuila on Sept. 3rd, relieving E. N. Du Treil who has left the service to accept a position on shore in New York.

P. E. Cassells has been detached from the Carferry H. M. Flagler and is now enjoying a month's vacation at the expense of the P. & O. S. S. Company.

SAN FRANCISCO CHANGES

On advice from New York, we are informed that F. W. Payne of the steamer Aztec was relieved at that port by V. H. Rand. Rand paid the West Coast a visit during 1915 as assistant on the Honolulan.

W. P. Giambruno, is holding down the honors on the, now, one man-ship Alliance, doing Mexican West Coast service.

M. H. Mears, of the Adeline Smith, relieved G. A. Williamson at the Marshfield station during vacation period. Mr. Williamson and family we understand had an enjoyable vacation in San Francisco and vicinity.

E. O. Hendricson has been transferred in charge of Standard Oil Barge 93, vice A. Koch, resigned.

G. W. Kelley joined the steamer City of Puebla, bound for the Eastern Division.

W. G. Ludgate and R. Diamond are acting first and assistant on the Grace liner Colusa. R. Diamond is a "rookie."

R. H. Brower is in charge of the steamer Congress with H. E. Campbell as temporary assistant. Mr. Campbell, who is spending his yearly vacation on the Congress, expects to do considerable fishing during his stay. It is rumored he has invented a flying-bait and is desirous of proving its effectiveness on the flying fish of Southern waters. We can't help wishing him success, but—

D. Mann Taylor and E. V. Baldwin are first and assistant, respectively, on the new Trans-Pacific liner Ecuador.

C. Bentley and F. Wiese have been assigned first and assistant, respectively, on the steamer Great Northern.

L. C. Rayment was advanced to postion in charge of the steamer J. A. Moffett, Aug. 8th.

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Marconi Wireless Telegraph Company

OF AMERICA

WOOLWORTH BUILDING

233 BROADWAY, NEW YORK

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George J. Jessop .....
Supt. Southern District

Eastern Division

Operating Department,
25 Elm St., New York.
Ernest T. Edwards....Superintendent
G. W. Nicholls.....Dist. Supt.

Southern Division

American Building, Baltimore, Md.
T. M. Stevens .....Superintendent

Gulf Division

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Books on Wireless

A list of some of the best books pertaining to the wireless art. We have made arrangements whereby we can supply our readers with any book on wireless published in America at regular published price. We can also import on order any book published abroad. **Send us your orders. They will receive proompt attention.**

YEAR BOOK OF WIRELESS TELEGRAPHY (1916) pp. 1000. Contains a yearly record of the progress of wireless telegraphy; complete list of ship and shore stations throughout the world, their call letters, wavelengths, range and hours of service, and articles by the greatest authorities on vital questions.....$1.50 — $1.00

HOW TO PASS U. S. GOV. WIRELESS EXAMINATION. 118 Actual Questions Answered. 72 pp. E. E. Bucher. The greatest wireless book ever published for amateurs and prospective wireless operators..... .50 — .40

HOW TO CONDUCT A RADIO CLUB, pp. 128, 116 illustrations, E. E. Bucher. Describing Parliamentary Procedure indoor and outdoor experiments. Receiving Set and many other features..... .50 — .40

LIST OF RADIO STATIONS OF THE WORLD. 220 pp. Compiled by F. A. Hart, Chief Inspector of Marconi Wireless Telegraph Company of Am., and H. M. Short, Resident Inspector U. S. A. Marconi International Marine Com. Co. The only complete authoritative call list published.. .50 — .40

HAND BOOK OF TECHNICAL INSTRUCTIONS FOR WIRELESS TELEGRAPHISTS, pp. 295, Hawkhead, J. S. Covering principally the practice of the Marconi Co. abroad and elementary explanation of the underlying principles .....1.50 — 1.00

TEXT BOOK ON WIRELESS TELEGRAPHY, pp. 352. Stanley, R. A. text book covering the elements of electricity and magnetism, with details of the very latest practice in wireless telegraphy in European countries—recommended to all workers in the art of radio telegraphy.....2.25 — 2.00

PRACTICAL USES OF THE WAVEMETER IN WIRELESS TELEGRAPHY. Mauborgne, J. O. Originally compiled for the Officers of the U. S. Signal Corps; comprises an explanation of the use of the wavemeter, the most complete publication on the subject so far produced.....1.00 — 1.00

THE WIRELESS TELEGRAPHISTS' POCKETBOOK OF NOTES, FORMULAE AND CALCULATIONS, pp. 347, Dr. J. A. Fleming. Bound in full flexible, rich blue leather, stamped in gold, with round corners and gold edges. A book of practical working formulae and calculations for the student of radio telegraphy. Bound to be considered an indispensable part of the working equipment of every wireless student.....1.50 — 1.00

WIRELESS TELEGRAPHY, pp. 443, 461 illustrations, by Dr. J. Zenneck. Translated from the German. The work is the most scientific and thorough that has appeared on this subject. It covers all phases from physical principles to finished commercial apparatus.....4.00 — 3.60

PROCEEDINGS OF THE INSTITUTE OF RADIO ENGINEERS, edited by Dr. Alfred N. Goldsmith. Nos. 3 and 4—1913; Nos. 1, 2, 3, 4, —1914, and Nos. 2 and 4 for 1915 sold singly at $1.00 each. Volumes II (1914) and (1915) Bound in Buckram, $5.00 each..... — 6.00

WIRELESS TELEGRAPHY AND TELEPHONY, pp. 418, 350 illustrations. Eccles, W. H. A Handbook of Formulae, Data and Information. Also gives brief accounts of the position of modern thought and speculation, includes a number of detached essays on subjects that seem to have been neglected hitherto. Many formulae now published for the first time. A number of Abacs for facilitating the rapid application of formulae. A novel Abac for the calculation of wave-lengths of circuits. The information is classified on a simple, definite system and the scheme of cross-references is complete, a copious Index and a Glossary of the Scientific and Technical Terms, Words and Phrases used in Radio-telegraphy ..... — 3.50

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MARCONI SERVICE NEWS

Vol. 1. No. 11. November, 1916

Published at 233 B'way, New York. Edited by J. Andrew White.

If you stop to find out what your wages will be
And how they will clothe and feed you,
Willie, my son, don't you go on the sea,
For the sea will never need you.

If you ask for the reason of every command,
And argue with people about you,
Willie, my son, don't you go on the land,
For the land will do better without you.

If you stop to consider the work you have done,
And to boast what your labor is worth, Dear,
Angels may come for you, Willie, my son.
But you'll never be wanted on earth, Dear.

—Rudyard Kipling.

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BRASS TACKS, *DRIVEN BY C. J. ROSS*

THE CHILD-MIND

I know a little chap up-State who's traveled wide and far,
All 'round the fairy universe he goes from star to star,
His fancy runs to goblins dancing on the morning breeze,
He talks of fairies singing in the weeping willow trees,
He knows the gentle lullabies of crickets in the dell
And croons of many wondrous things of which I ne'er heard tell.

He asks me what the robin chants upon the swinging limb—
But any explanation would be far too deep for him—
He wonders what the birds all do when they go home at night,
And who turns on the sun each day and makes the world all light;
He asks me where the wind stays when there isn't any breeze,
And why his dolly never eats, or drinks, or bends her knees.

But of course I never tell him, I just smile and pat his hand,
The things he wants to know about, he couldn't understand;
For he is just a baby, so I go and fetch his toys
And tell him to be quiet, not to disturb me with his noise;
It pleases me to have him think and use his little brain,
And if he's good and does his best—sometime 'twill all be plain.

That is the way with all of us as we go on through life,
We wonder what it's all about, the bustle and the strife,
We wonder where we came from and where we are to go,
And why it is the Master doesn't let somebody know;
We hunt and pray for knowledge thru the day and thru the night,
We wonder if our conscience is reliable and right.

The poor man wonders why he's poor—the rich man why he's sick,
The toilers wonder why it is they have to wield a pick,
And why it is that stocks go up; they work with all their might
While brother men (supposed to be) gain fortunes over night;
We ask the Lord why young should die and old folks starve to death,
We all have many questions which we ask with every breath.

But of course He never tells us—just smiles and pats our hand,
The things we want to know about we wouldn't understand;
For we to Him are babies; so he gives us earthly toys,
And tells us to be quiet, not disturb him with our noise,
It pleases Him to have us think and use our little brain,
And if we're good and do our best—sometime 'twill all be plain.

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Advice on Abstracting

Conducted by *C. F. Krauter*

Operators are cordially invited to direct questions to this official department, which is designed to clear up all points pertaining to the making up of abstracts.
Questions on technical matters will not be answered.
The Operator's name and division must accompany each inquiry, but will not be printed.

The following letter has been received from a coast station manager:

I notice the reply of last month's Thulium question states in part: 'When a message is received without the prefix Thulium, transmit the message as Collect.' This may be misleading. I would point out that cables bearing the indication Radio in the check are also fully paid. In two years I have not received a cable to be forwarded Collect, few prefixed Thulium, while ninety per cent. have the Radio indication. The Western Union pays us the radio charges on all cables having the indication Radio."

Note: The question referred to in the October issue pertained to Thulium messages only, and not those prefixed Radio.

Messages originating abroad bearing the indication Radio are to be sent paid, as set forth in regulation No. 125 of "General Orders."

L.J.N.—How would you abstract a message filed with a coast station for transmission one month and forwarded to destination in the following month?

Ans.—Abstract under date filed for transmission. But, say for instance you did this and the message was undelivered, what then? First be sure regulation No. 118 has been complied with, then cancel the message and advise the proper Marconi official so that the tolls may be deleted from the abstract in the Head Office.

F.—Can ships send press messages via Marconi coast stations at a press rate?

Ans.—This company does not allow a press rate through its marine stations but such messages are allowed press rates over the land lines to destination.

Note.—We are informed that a **recent decision** fixes the Key West local delivery charge at two cents per word, twenty cent minimum (this supersedes our statement of last month).

R.Y.—Allocate the tolls on a paid message originating on the Olivette, transmitted to Havana "M" for retransmission to the Metapan.

Ans.—Column 12, This Station's Proportion, four cents per word, forty cent minimum. Column 18, Cuban Government, eight cents per word, no minimum. Column 19, Tropical Radio, eight cents per word, eighty cent minimum.

W.H.F.—When reporting traffic, one of our coast stations receives from a foreign equipped vessel, and no column is provided for the operating company on the abstract; should tolls be entered in column 11 (miscellaneous), 20 or 21 (both blank)?

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Ans.—It depends on the amount of traffic handled. If small use the miscellaneous column, if large use one of the blank columns.

R.—(1) Are Hydrographic messages, reporting derelicts, floating buoys and other menaces to navigation entered on the abstract and traffic summary the same as deadhead messages? (2) Should such messages be forwarded other lines paid or other lines collect?

Ans.—(1) Yes. (2) Other lines paid government rate.

Note: In relation to Special Order No. 44. To insure the delivery of messages with code addresses registered prior to July 1st, 1914, by any station, such addresses should be registered at shore stations or at the office of the Director of Naval Communication Service; they will be published from time to time as additions in the Communication Chart supplements. Also messages having code addresses have been accepted without a signature, and messages containing code or cipher but which are unsigned. All such messages are likely to be stopped by the censor.

Furthermore, it has been noted that ship operators are not complying with Article XXXV of the London Convention. Ships call the station at Curacao, San Juan, etc., the first night out of New York and by so doing "jam" coast stations; these coast stations then volunteer to relay their traffic "direct" and cut down interference. Handling direct is a serious offense, is not recognized by the Company, and should not be done. Article XXXV states in part: "A sender on board a vessel shall, however, have the right to designate the coastal through which he desires to have his radiogram transmitted. The station on shipboard shall then **wait until such coastal station shall be the nearest."**

Then again, one coast station will forward messages to another coast station via a ship, to be relayed to another ship; for example, a message sent via Sea Gate is forwarded via the Saratoga to Miami for retransmission to the Finland. This message should have been held by the first station in compliance with Regulation No. 118 of "General Orders," or the office of origin notified, advising if possible, what station is in touch with the ship the message is destined for, in order that the sender may re-route the message, thereby eliminating interference.

INSURANCE NOTICE

When you are eligible for insurance under the conditions of the plan adopted by the Marconi Wireless Telegraph Company of America, April 1, 1916, cut this out and mail it to the Chairman of the Marconi Insurance Committee, 233 Broadway, New York City.

Name

Position Division

Date of entering Marconi Service

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Virginia Beach Station *John J. Harrigan*

SOMETHING ABOUT "HN" OF WSY

A BUSINESS career begun in a Baltimore dry goods store at the tender age of twelve years, followed by an eight dollars per month position as a messenger boy for the B. & O. Railroad, is the foundation upon which John J. Harrigan secured the experience that eventually led him to the position of manager of our Virginia Beach station.

The oldest of six children when his father died, young Harrigan, undersized and with little schooling, faced the problem of aiding his family to live with fortitude that found its best expression in practising telegraphy at home nights, and learning the code signals by clicking keys or pennies together in his pocket on his way to and from work. Added to which he evolved a system of shorthand which made tt stand for that, wn for when, etc., and secured extra duty as emergency stenographer in the office of the Superintendent of Telegraphs. Here he rose to a thirty-five dollar clerkship at the age of eighteen.

Then he enlisted in the navy. Eight months at sea as a signal boy revealed his elementary knowledge of code and he was given a chance in the wireless room; he made good and, when in 1911, he was honorably discharged as 2nd class electrician, he entered commercial wireless. Harrigan has been manager at Virginia Beach one year now, after serving the Marconi Company on ships, at Savannah and Cape Hatteras stations.

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Maintenance Matters

A Department for Technical Questions With Answers

By P. B. Collison

All employees are invited to direct technical questions to this department

KXB. asks: On ships where the emergency apparatus comprises a panel set operated by a set of storage batteries instead of the 10-inch coil, who is responsible for the condition of the batteries? Recently I found a note on my table from the U.S. Govt. Radio Inspectors advising that the batteries need charging.

Answer:—In practically every case the shipowners own and are responsible for the condition of the accumulators. They are usually under the care of the Chief Engineer or one of his assistants. Upon receipt of such a note from the Government Inspector bring it to the attention of the Chief Engineer. Do not operate any of the special appliances on the charging panels except the main switches. In some cases the operators, out of courtesy to the Chief Engineer, do the bulk of the work necessary to keep the cells in good condition, but as a general rule it is advisable to make no changes without consulting the Chief Engineer.

J.F.P. writes:

The radio laws require that all commercial business be transacted on a wave-length of 600 meters. Of what use then are the 300 meter and 450 meter adjustment on the new sets?

Answer:—The licenses for ships now equipped with the new panel sets permit the use of three wave-lengths. By judicious use of these wave-lengths much needless interference will be prevented. For example, if a ship 30 or 40 miles distant missed a portion of the press schedule from a certain station and you desired to help him fill in the blank spaces, make use of the 300 meter wave. Communication is certain, besides you will not interfere with stations working on the 600 meter wave. If, when communicating with a station one hundred miles distant, you experience trouble with interference, try the 450 meter wave. On several ships a high value of antenna current is available on this adjustment and considerable distance can be covered. The ranges given are not the maximum, but the statement may be applied generally.

H.R.D. writes:

Recently when I asked the Construction Department for some vaseline to put on the aerial insulators they advised me it was no longer necessary. We were formerly instructed to lower the aerial once every two weeks and clean and re-vaseline all the insulators. Why is this no longer necessary?

Answer:—When using the 10-inch coils with the spark gap directly in the aerial circuit the insulators were subjected to excessively high voltages, which would cause surface leakage with a corresponding loss of radiation. Covering the surface with vaseline helped to maintain the insulation but the coal dust from the funnels settled on the grease. This again lowered the surface insulation and necessitated a thorough re-cleaning. Now that inductively connected sets are used exclusively, the open circuit voltages are considerably reduced and with them insulation troubles.

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A WORD TO OPERATORS FROM THE M.R.I.

FROM time to time the Maintenance Repair and Installation Department advises operators to exercise better judgment in the operation of their instruments and to forward their station reports promptly. It might be well to explain why we ask this and also that small parts be brought in for repair and replacement.

When apparatus is installed on a vessel we use our best judgment in the layout, and try at all times to place it where all parts are readily accessible for repairs and comfortable operation. In cases where, because of lack of space or peculiar room formation, the apparatus is unhandy to operate, the operator shows his value to the Company in operating efficiently under unfavorable conditions.

It is desirable and most necessary that we receive co-operation in the conservation of material and labor. The "General Orders" demand this of operators. Bear in mind, while at sea, that the reputation of the entire Marconi Organization is in your hands. Upon arrival in port do not forget that we are interested in you, the results you have obtained and the condition of the apparatus. Do not rush into our office with a report and then out again without consulting someone in authority. He may wish to have you explain further some item in your report.

We have devised a special station report (form 47) which must be filled out and signed each trip by the operators. This should be turned in to the M. R. I. Division immediately upon arrival, especially when repairs or replacements are needed.

On these forms are certain printed instructions. Obey these. Reports are not to be hurriedly scribbled and then turned in to us without the name of the ship, its location, the dates of arrival and next sailing, etc., as is so often done. Operators have plenty of time to note the required repairs and replacements while at sea. A poorly made out report is worse than useless. Principally because of the low standard of these reports are we forced to inspect minutely each installation every trip. All this is expensive and the costs must be deducted from the money available for salaries.

As I told an operator a few days ago: "You cannot make me mad by reporting trifles, providing that a repair is justified." All equipments must be kept at the highest possible efficiency, and the cheapest and best way is to for you to report faults before they develop to the point of making extensive repairs necessary.

General Orders state that the operators must assist and facilitate the work of the Inspectors. All we ask is that you give us an intelligent report and leave the key of your room with either the First Officer or the Chief Steward, so that our men do not have to waste time and annoy the ship's company looking for it.

Bear in mind too, that a general order has been issued to the effect that the operators must bring in such small articles as leyden jars, crystals, phones and phone cords when they wish them repaired or replaced. To help you to realize how much time and trouble you would save us by attention to these details, I will cite a case where you can save the company time and money.

If you belong to a ship that docks at Bayonne or some other distant place, and you need only a few dry cells and a couple of motor brushes, you should take care of the delivery yourself. If we have to send one of

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our men he will consume at least three to four hours; his time and carfare will amount to at least a few dollars and there are losses in other ways not so easily estimated. If you belong to a ship that docks on one of the rivers, the same holds true, although not to so great extent. Just now the high cost of labor and material make the maintenance charges increase with leaps and bounds; the need for economy and efficiency is urgent.

I could go on for pages in this matter giving examples of reckless indifference but I choose rather to request you to look about and see whether you can improve conditions in your own case.

If you have any questions of a technical nature that do not require instant answer kindly use the columns in the Marconi Service News devoted to that purpose. Perhaps someone else would like to hear of it.

The Company has gone to great expense in the matter of tools and spare parts furnished with the new type panel sets. A complete set has been furnished with every equipment, and these are to be kept in the tool box and the box kept locked. Do not leave the different tools scattered around the room under cushions and in closets and drawers. From time to time we check up these spare parts and endeavor to replace breakage and use; already several cases have come to my notice where pliers and screwdrivers have been lost or have been stolen from the operating room.

In conclusion, let me assure you that we are organized to keep our many equipments in the most efficient working order. At all times we have your interest in mind. Reciprocate a little.

—P. B. Collison.

MANY SETS ORDERED FROM ABROAD

THE rapidly increasing importance of wireless telegraphy in war time is illustrated in the announcement made recently by the Marconi Wireless Telegraph Company of America that an order had been received from the English Marconi Company, asking for urgent delivery of 250 wireless sets of the cargo vessel type. These equipments are of American design and similar to those recently ordered from the American Marconi Company by Belgium and Italy.

It is announced also that the United States Navy has just ordered two direction finders for installation on the U.S.S. Pennsylvania and the U.S.S. Birmingham. This apparatus is used as a wireless compass in determining the direction and latitude and longitude of wireless stations, also as detector of the approach of vessels in fog. A high-power wireless telegraph set has also been ordered by the Navy for a shore station, and four special type receiving sets are under construction, together with twenty-nine transformers for high-power equipments.

Additional wireless telegraph equipment required under the new Navy program includes seventy-five aeroplane sets and ninety small powered equipments. Orders will soon be placed, it is understood, for 126 receiving sets for long and short distance work and forty additional sending and receiving equipments of varying ranges.

The United States Signal Corps has given the Marconi Company orders to assemble at its factory ten 2 k.w. radio tractor equipments. The tractors will include complete sending, receiving, aerial and counterpoise devices.

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COURT AWARDS VACUUM VALVE DECISION TO MARCONI

THE contention of the Marconi Wireless Telegraph Company of America that the deForest Radio Telephone and Telegraph Company had infringed its rights to the sole use and ownership of the patent covering the Fleming detector was sustained on September 20 in an opinion written by Judge Julius M. Mayer of the Federal District Court, of New York.

Judge Mayer's opinion made clear at the outset the court's conception of theory versus fact.

It pointed out that in endeavoring to resist the Marconi attack, the deForest interests had proceeded on the theory that beginning with his parent patent No. 979275 antedating Fleming, deForest gradually developed his conception until finally it found practical exemplification in the two so-called three electrode "Audion" devices as to which plaintiff had confessed judgment. "In line with this plan of defense," notes the opinion, "defendants have elaborately built up an unsteady theoretical structure and upon this have superimposed an observatory from which they can see in the mind's eye only that which they call 'Audion' action."

The Judge then considered the vacuum valves as detectors, and the various forms of receiving devices which preceded them.

"Stripped of technical phraseology, what Fleming did was to take the well known Edison hot and cold electrode incandescent electric lamp and use it for a detector of radio signals. No one had disclosed nor even intimated the possibility of this use of a device then long known in another art. Cohering filings, magnets, electrolytes and sensitive crystals, at that time, failed to give any hint of the utility in this art of the Edison lamp."

The opinion then discussed the theoretical considerations which led to Fleming's conclusions respecting the invention's utility as a detector, summarizing as follows:

"Whether right or wrong in his theory, the result of Fleming's invention was to give the art a new valuable and easily obtainable detector, which has gone into important commercial use. This Fleming detector is highly sensitive, quickly adjusted by an operator of even inferior skill and only momentarily disturbed by static or strong signals."

In relation to the application for the parent patent of deForest No. 979,275, of November 4, 1904, it was decided by Judge Mayer that "nowhere is there a suggestion of an incandescent electrode. On the contrary, in the specification and the drawings it is entirely apparent that deForest pointed out only what the layman understands as heating gas." A review of the claim made is followed by this conclusion: "Translated into plain English, this meant, "I will try to make the gas conductive between two electrodes by heating it to the dissociating point."

"It was attempted to read incandescence into the specification or rather to infer much that later knowledge has taught, but incandescence had long been a word of art and Fleming had no trouble in using it either in his specification or his Royal Society paper. Why not deForest?

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Merely because the incandescent lamp detector was the farthest from his thoughts."

In awarding the decision to the Marconi Company the opinion observes:

"Within the limits of an opinion it is, of course, impossible to analyze at length a mass of experiments, tests and theses and an infinity of detail necessarily involved in the testimony of experts in an art of this kind; but * * * * * * the physical facts all support plaintiff's claims.

"Here, as is so often the case in law suits, resort is had to the story of events and the outcroppings of human nature.

"DeForest had long been proceeding on a theory different from that of Fleming. Having read Fleming's article, he began to experiment with the incandescent lamp. He probably doubted its efficacy at first but within a very short space of time—perhaps a week, perhaps a month—he changed his mind and, discovering that Fleming was right, wrote his solicitor after he had filed his application for No. 824,637, that the 'new receiver is the best yet.' Thereafter, he used the language of the incandescent lamp and in an address on October 20, 1906, before the American Institute of Electrical Engineers, really described fundamentally the Fleming lamp detector although using phraseology which has since become Audion vocabulary. Thus, the physical ocular fact is that in the alleged infringing P. N. device, the Fleming detector and not the Bunsen burner is used and the broad Claim No. 1 of the Fleming patent is infringed, precisely the same as if a patented crystal has been placed in some old or new type of circuit with a local battery—such, for instance, as the Weagant and Armstrong circuits."

EXECUTIVE OFFICE NOTES

General Manager Nally sailed from England on the Finland, October 24th, after concluding the important mission which took him to London early in September.

Vice-President John Bottomley delivered an interesting talk on modern developments in wireless to the Old Time Telegraphers, assembled for the thirty-fifth annual re-union on September 26th, at the Hotel Astor in New York.

George S. De Sousa, traffic manager, left New York on October 23rd, bound across the continent to San Francisco and Seattle, where business of the company will engage his attention for six weeks.

E. B. Pillsbury, general superintendent, Trans-oceanic Division, and W. A. Winterbottom, of the general manager's office, have continued their inspection trip to Honolulu, preparatory to the opening of service with Japan.

David Sarnoff and J. B. Ellenschneider, respectively of traffic and engineering departments, completed a successful and eventful trip to Siasconset via automobile early in October. Changes in the station equipment necessitated the trip.

On the the eve before election Gustav V. Palm, draftsman extraordinary of the Engineering Department, makes his bow as an impressario. A benefit at Carnegie Hall for the Swedish Hospital and several Lutheran charities is the auspicious occasion which has called for the services of Mr. Palm, who has been hinting that tickets are for sale to all admirers.

J. C. H. Macbeth, genial representative of the Wireless Press, Ltd., of London, sailed on the Adriatic for England on October 14th.

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CORRESPONDENCE STUDY AT SEA

An Opportunity Overlooked by Operators

By P. H. Boucheron

OPERATORS on board ship have a great amount of spare time which could be profitably utilized for study; this is particularly true of those who are attached to cargo vessels which make long and, sometimes, very monotonous voyages. In such cases, if one is not careful of management of time and its proper use, the mind as well as body is likely to become sluggish. It is so much easier to drift along, paying little attention to mental development and reading cheap magazine fiction, than it is to improve and develop the capacities of the mind by a definite plan of serious reading and study.

There are really no limits to the possibilities of a Marconi man who makes up his mind to master any given subject. The ambition and the determination to finish a course of study not only may be the means to an end, but establishes for operators the principles of system and discipline, as well as creating an increase in will power.

It is conceded by men who have specialized in educational systems that the correspondence method of study is the best way to learn, when attendance at a resident school is not possible or convenient. Many men now high in the service of the Marconi Company have reached their present positions mainly by studying various branches of electricity and engineering by the correspondence method. These men, while they were ship operators, recognized the value of the time available at sea and while laying in various ports, and used it to advantage in bettering themselves. The majority of men in the Service are young; that is, of ages ranging from 18 to 25 years, at which time the mind is more pliable and receptive than in later years, making comparatively easy the mastery of various technical subjects allied with the radio art.

It seems hardly necessary to suggest specific courses which may be studied by correspondence. Most of us speak and write the English language well enough to pass muster, but there is certainly room for improvement. In business to-day personality in speech counts as well as ability, and it is not a rare thing to be judged and estimated by the sort of English we use, both in speaking and in writing. Here may be a hint for the several hundred editor-operators who publish the news section of the Ocean Wireless News. This daily task, if done in a conscientious manner as to spelling and sentence construction, is certain to improve one's English. Several correspondence schools have excellent courses on this subject and the small monthly cost of tuition will hardly be missed.

Then there are the technical branches of the radio art. Foreign languages, particularly Spanish, should appeal to men who are attached to ships touching Spanish-speaking countries; for there are steamship companies who pay the operators on their cargo vessels an extra sum for a little clerical work, usually the typing of manifests and other ship forms where a knowledge of elementary Spanish is necessary.

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But correspondence study, like many other things, is at times a hard dose to swallow, and if we do not exercise some will power, procrastination may end much of what we start. Many of us, actuated by some temporary impulse of ambition, find it easy enough to start courses of study; but how many finish them? One large correspondence school asserts that of those who start courses by mail only ten per cent. ever complete them. Just think of the other ninety per cent.—that great army of "false starters," procrastinators, drifters, or whatever else they may be called, who lack that stick-to-it quality necessary to accomplishment!

So, after all, it is not so much the starting of a good action that counts in the long run; it is seeing it through that does the trick.

—P. H. Boucheron.

DISTANCE RECORD FOR COSTIGAN

Operator A. J. Costigan, of the Floridian, reports a new long distance record.

The Floridian left San Francisco for Sydney, Australia, on July 13th, from that date, up to and including July 31st, the vessel's position was transmitted to San Francisco. With a single exception, these position reports were received directly at the Marconi Hillcrest Station, near San Francsico, up to a distance of 5,227 miles.

The Floridian is equipped with the standard Marconi 2 k.w. 500 cycle panel set. The current consumption at the transformer did not exceed 1600 watts up to 2600 miles and at 5200 miles the power consumed was 2600 watts. Costigan says the San Francisco signals were audible up to some 3,000 miles.

REDUCTION IN ALASKAN RATES

The Marconi Company made a substantial reduction in its telegraph rates in the Northwest beginning October 1st. The rate previously charged for messages from Seattle, Wash., and Astoria, Ore., to Juneau and Ketchikan, Alaska, was $1.25 for ten words and twelve cents for each additional word. The new rate is $1 for ten words and ten cents for each additional word.

ACCIDENT INSURANCE

The attention of all employees is called to the arrangements made with the Ocean Accident & Guarantee Corporation, Ltd., whereby any of our employees may obtain accident insurance in the sum of $500.00 for $2.55 a year. Should an employee leave our service, he will be able to continue this insurance upon payment of a yearly premium, provided he does not enter a more hazardous business. With the exception of ship operators of less than one year's service who are already insured by the Marconi Company, any of our employees who desire to take this insurance may send application on the regular form to the Head Office together with their premium of $2.55. When the policy is issued by the Ocean Company, it will be sent direct to the applicant.

EASTERN DIVISION NEWS

Ronald Marsano has rejoined our service. After a few days spent on the Frederick Luckenbach, he was transferred to the Norman Bridge, of the Gulf Division. From all appearances Marsano will spend a comfortable winter on this ship traveling to Gulf ports.

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MARCONI SERVICE NEWS

Sea Gate station is having installed a new 3 k.w. set of latest design; the mast will also be re-equipped.

Fred Leach is getting along well on the Camaguey.

William Meekin has given up his job as shoemaker and is now on the Santa Barbara.

B. A. Hampe, who has been ill for several months, is well enough now to return to duty. He is junior on the Huron.

E. B. Colby is on the Pioneer.

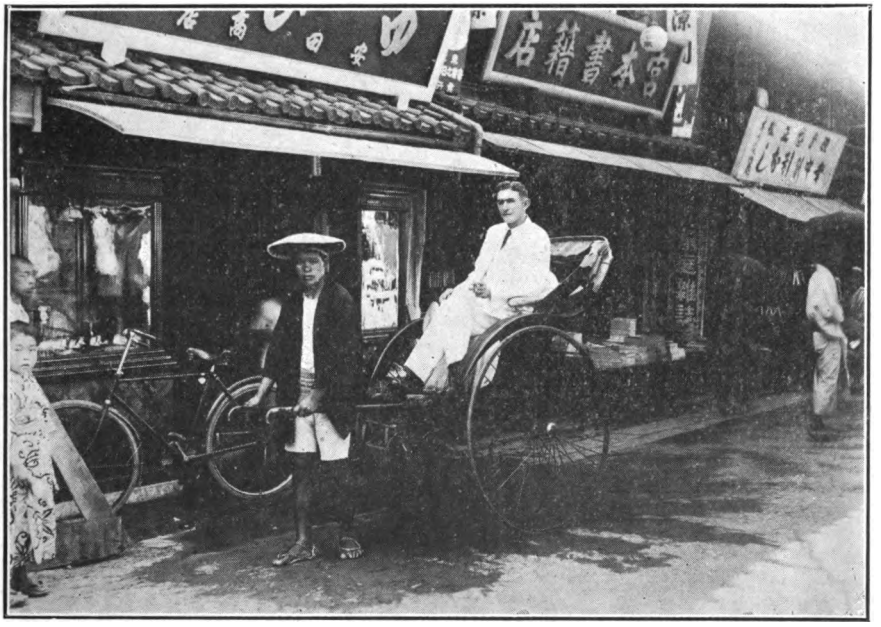
G. H. Hamilton is on the motor ship Bacoi.

Ben Beckerman has returned from a vacation trip that took him as far west as Chicago. Beckerman spent some days in Vermont and then traveled leisurely to Chicago by way of the Great Lakes.

Blaine McLean and M. Sanchez, Jr., have been detailed to the Venezuela, of the Pacific Coast Division, equipped at New York. McLean hails from the Coast and has been in the East about a year. We are sorry to see him go.

R. G. Merry has returned from England and will assume charge of the Mayaro. Walter Oliver, who is junior, acted as senior during the last voyage.

Fred Kofler, after serving on the Florida for two and a half years, was recently compelled to leave the vessel in order to attend a lawsuit at Philadelphia. Kofler now has an assignment in the Southern Division.



Operator Frederick O. L. Goertz taking it easy in Nagasaki, Japan

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E. T. O'Mara has left the Standard to return to high school.

W. A. Brown, of the Boston district, is on the Philadelphia of the Red D Line.

C. C. Levin is on the Texas. Levin was considerably pleased when he was appointed to this ship.

H. Flack, a recent graduate from the school, is junior on the El Sol.

L. F. Kendall is junior on the Jamestown.

Charley Preiss, of the Morro Castle, has been promoted to a place on the traffic auditing force at the Head Office.

J. S. Casebeer is on the Silver Shell.

A. J. Minners and J. A. Worrall have been promoted to land stations, being second and third trick operators, respectively, at Sea Gate station. Minners for a long time was chief on the Finland. Worrall is an extra first-grade man and has been senior on the St. Louis, of the American Line.

G. H. Burgess, who was first operator at Sea Gate for several years, is now in charge of the Wanamaker station, New York.

SOUTHERN DIVISION NEWS

Constructor Wyble recently installed a 2 k.w. standard Marconi set on the Norwegian steamer Kalafarli at Baltimore. The Kalafarli was formerly the Georgian.

The Nelson is receiving her new 2 k.w. panel set at Philadelphia; ditto for the C. A. Canfield.

H. M. Rodebaugh has been assigned to the Baltimore station as second trick operator, relieving Herman Graf, who is attending the Bliss Electrical School.

The stork visited our Cape Hatteras station at 3 a.m. Friday the 13th of October. Both Mrs. Breitenbach and little Mildred Estell are doing fine. "BC" is some proud.

We are sorry to learn of the death on October 9th of the brother of Manager G. E. McEwen, of the Savannah station.

L. W. Sinclair has been assigned to the Miami station, relieving "Bill" Phillips, who is moving to Cape Hatteras.

H. H. O'Day, formerly of the Howard, is now on the Powhattan. He was relieved as senior operator on the Howard, by L. B. Robinson, formerly junior on the Merrimack.

Samuel Cissenfeld has resumed his duties as operator in charge of the Nantucket equipment.

Thomas E. McCauley is now on the Somerset, relieving operator Linderborn, who transferred to the Suwannee. McCauley was relieved on the Norlina by P. E. White, formerly of the Pacific Coast Division.

Operator A. Gray, of the late Chris. Knudsen, has been transferred from the Southern Division to the Eastern Division.

Edwin Morten Hartley, manager of Cape May, became a benedict on August 26th, Miss Marian Y. Platt, of Erma, N. J., being the aid to E. M. H.'s connubial bliss.

GREAT LAKES GOSSIP

D. A. Nichols, manager Mackinac Island station, has resigned from the service to take up a position at Akron, Ohio. George Grostick, formerly operator-in-charge on the Juniata, relieved Nichols at Mackinac Island.

The Northland has laid up for the season. Operator C. K. Kneale relieved Grostick on the Juniata. L. C. Waterstrout, who was second on the Northland, relieved Operator Corey of the City of Cleveland III, who returned to college.

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MARCONI SERVICE NEWS

When the second trick at Mackinac Island station was discontinued on September 17th, Operator Irving Wallace was transferred to the City of Detroit III, as operator-in-charge, relieving W. D. McPherson, who was assigned to the Ann Arbor No. 5, which has been in drydock at Toledo, Ohio.

H. P. Roberts, who has been working as relief operator in the Lake Erie District, finished the passenger season on the Lakeland on September 24th. Roberts returns to college for the winter. The Lakeland is running in the freight trade with Operator S. E. Leonard in charge.

The Tionesta finished her passenger season on Sept. 23rd. Operator E. N. Shinn was assigned to the Standard Oil auxiliary schooner Twilite, which left Toledo, Ohio, for New York City. Operator Whalen, of the Tionesta, is understood to be sharing some of the prosperity in the automobile business in Detroit.

Eric Lyons, in charge of the Octorara's equipment received an appointment as instructor in wireless at a university located in Indiana when the vessel finished her passenger season on Sept. 30th. Harold Burhop, who was assistant, has returned to college.

R. G. Sidnell, who has been working second trick at Cleveland station since the departure of A. J. Main to the Border, was relieved by W. H. Jones. Sidnell returns to the University of Michigan for the winter.

SAN FRANCISCO CHANGES

R. H. Brower is relieving T. C. Eastman as operator in charge of the Steamer Beaver. Eastman is on a thirty-day vacation.

O. Mock joined the Steamer Centralia, September 12th, bound for Mexican ports.

A. E. Evans is now operator in charge of the Steamer Celilo. Evans recently made a trip to New York on the British vessel Idomeneus and states the voyage was all that could be expected.

L. V. R. Carmine and F. L. Wisner are now first and assistant on the Governor.

E. D. Bryant is in charge of the Great Northern, with F. Wiese as assistant. This vessel will soon go on the San Francisco-Honolulu route.

H. G. Austin is scheduled to leave San Francisco for the Hawaiian Islands as temporary operator and purser of the Hilonian, vice G. F. Roberts, on leave of absence.

During the early part of September, W. J. Erich and E. T. Maher sailed as first and assistant on the Lurline.

C. A. R. Lindh, formerly assistant on the Congress, is now acting assistant on the Manoa.

P. E. Riese and L. G. Ogles are holding down the senior and junior positions aboard the Northern Pacific.

A. E. Brady, a rookie, was assigned to the Steamer President Sept. 11th. J. A. Stirling is in charge.

A. Seidl, of "Steam Schooner Oregon" fame, is in charge on the Queen with George Wunderlich as junior.

W. T. Frizzi, a new man, has been assigned to the Willamatte as assistant. R. A. Billadeau is in charge.

E. Zelecovitch is with C. E. Goodwin on the Yosemite.

O. C. Belding has been placed in charge on the steamer Yucatan, replacing C. A. Hohlbein who has been transferred to the Luz Blanca of the Eastern Division.

E. J. Edmonds and R. Whisman sailed on the Peru as first and assistant, Sept. 30th.

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Special Prices to Marconi Employees

Books on Wireless

A list of some of the best books pertaining to the wireless art. We have made arrangements whereby we can supply you with any book on wireless published in America at regular published price. We can also import on order any book published abroad. **Send us your orders. They will receive prompt attention.**

YEAR BOOK OF WIRELESS TELEGRAPHY (1916) pp. 1000. Contains a yearly record of the progress of wireless telegraphy; complete list of ship and shore stations throughout the world, their call letters, wave-lengths, range and hours of service, and articles by the greatest authorities on vital questions.....$1.50 — $1.00

HOW TO PASS U. S. GOV. WIRELESS EXAMINATION. 118 Actual Questions Answered. 72 pp. E. E. Bucher. The greatest wireless book ever published for amateurs and prospective wireless operators..... .50 — .40

HOW TO CONDUCT A RADIO CLUB, pp. 128, 116 illustrations, E. E. Bucher. Describing Parliamentary Procedure indoor and outdoor experiments. Receiving Set and many other features..... .50 — .40

LIST OF RADIO STATIONS OF THE WORLD. 220 pp. Compiled by F. A. Hart, Chief Inspector of Marconi Wireless Telegraph Company of Am., and H. M. Short, Resident Inspector U. S. A. Marconi International Marine Com. Co. The only complete authoritative call list published.. .50 — .40

HAND BOOK OF TECHNICAL INSTRUCTIONS FOR WIRELESS TELEGRAPHISTS, pp. 295, Hawkhead, J. S. Covering principally the practice of the Marconi Co. abroad and elementary explanation of the underlying principles .....1.50 — 1.00

TEXT BOOK ON WIRELESS TELEGRAPHY, pp. 352. Stanley, R. A. text book covering the elements of electricity and magnetism, with details of the very latest practice in wireless telegraphy in European countries—recommended to all workers in the art of radio telegraphy.....2.25 — 2.00

PRACTICAL USES OF THE WAVEMETER IN WIRELESS TELEGRAPHY. Mauborgne, J. O. Originally compiled for the Officers of the U. S. Signal Corps; comprises an explanation of the use of the wavemeter, the most complete publication on the subject so far produced.....1.00 — 1.00

THE WIRELESS TELEGRAPHISTS' POCKETBOOK OF NOTES, FORMULAE AND CALCULATIONS, pp. 347, Dr. J. A. Fleming. Bound in full flexible, rich blue leather, stamped in gold, with round corners and gold edges. A book of practical working formulae and calculations for the student of radio telegraphy. Bound to be considered an indispensable part of the working equipment of every wireless student.....1.50 — 1.00

WIRELESS TELEGRAPHY, pp. 443, 461 illustrations, by Dr. J. Zenneck. Translated from the German. The work is the most scientific and thorough that has appeared on this subject. It covers all phases from physical principles to finished commercial apparatus.....4.00 — 3.60

PROCEEDINGS OF THE INSTITUTE OF RADIO ENGINEERS, edited by Dr. Alfred N. Goldsmith. Nos. 3 and 4—1913; Nos. 1, 2, 3, 4, —1914, and Nos. 2 and 4 for 1915 sold singly at $1.00 each. Volumes II (1914) and (1915) Bound in Buckram, $5.00 each. Subscription by year. — 6.00

WIRELESS TELEGRAPHY AND TELEPHONY, pp. 418, 350 illustrations. Eccles, W. H. A Handbook of Formulae, Data and Information. Also gives brief accounts of the position of modern thought and speculation, includes a number of detached essays on subjects that seem to have been neglected hitherto. Many formulae now published for the first time. A number of Abacs for facilitating the rapid application of formulae. A novel Abac for the calculation of wave-lengths of circuits. The information is classified on a simple, definite system and the scheme of cross-references is complete, a copious Index and a Glossary of the Scientific and Technical Terms, Words and Phrases used in Radio-telegraphy ..... — 3.50

THE WIRELESS AGE. This is essentially YOUR magazine. You can help to make it more interesting and more widely known by introducing it on every opportunity to new readers. Your special rate will apply on NEW subscriptions secured by you at full price $1.50, you keeping the commission of 50 cents. Obviously EVERY Marconi employee should read the **Wireless Age.** Net to you..... — 1.00

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MARCONI SERVICE NEWS

Vol. 1. No. 12. December, 1916

Published at 233 B'way, New York. Edited by J. Andrew White.

For or With?

IT'S war time and all thoughts have a more or less martial tinge; quite naturally the mind reverts to Napoleon, greatest warrior of them all. Yet he failed. He started with nothing and ended with—less than nothing.

He failed because he was destructive.

Success, of the lasting kind, is interlocking. You can't get on unless you help others to success.

Napoleon said: "Get your principles right, and the rest is a mere matter of detail."

Yet, true as this axiom is, the very man who gave it utterance was the most magnificent failure of his time because he overlooked the basic principle of all success—helping others that they may help you.

One of the most successful men in the field of wireless recently stated that his first consideration in employing men was, whether the employe would work WITH him, and not merely FOR him.

The statement at first seemed rather inane and senseless. But a little thought illuminated its meaning.

When you work WITH a man you aim for close association. The ordinary conception of master and servant gives way to a closer alliance. The result is harmony of thought and action; co-operative and concerted effort; a common interest in the work in hand.

Working FOR a man resolves itself into taking orders in consideration of a stipulated remuneration. It implies the lack of success's fundamental proposition, hand-in-hand, pull-together team-work.

The rule applies to those in authority as well as the subordinates. The relationship that spells results is founded upon mutality of interest.

To every man in Marconi Service this may then be asked:

Are you working FOR the boss? Or WITH him?

Do your subordinates merely work FOR you? Or have you allowed them to work WITH you?

Your future rests with the proper answer.

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BRASS TACKS, *DRIVEN BY C. J. ROSS*

DREAMS

At midnight, when upon the world the yellow moon looks down,
And dreams come falling like the snow on every roof in town;
And wealthy folks who fall asleep in soft and downy beds,
And poor folks on a tattered cot lay down their weary heads,
Go hand in hand to that vague land where strange delights abound . . .
There is no class distinction when dreams are passed around.

There's many a little dressed-up chap rips off his clean new clothes
And rushes to the gully where the inky river flows,
And for a happy hour or two tastes all the splendid joys
That long have been forbidden soft nurtured little boys;
And many a wan-faced poorer chap; in ragged pants and blouse,
From down the inky river way goes to the rich chap's house.

The poor man from his bed of rags slips forth in Dreamland's hour,
And finds himself a plutocrat, a wielder of great power.
The wealthy man, in overalls with dinner pail and pack,
To loving mate and struggling days in dreams is carried back.
They fill their souls with happiness until an early gleam
Of sunlight says, "Here's morning" . . . and they find 'twas all a dream.

So envy not your fellow man if happiness you seek,
The things that make for happiness are lying at your feet;
It's just ourselves we must adjust; our system's out of tune;
If we had all we wished for we would tire all too soon.
Thus whether rich or whether poor, alike in dreams we share . . .
The Dream Man tries to tell us: Happiness is everywhere.

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Advice on Abstracting

Conducted by *C. F. Krauter*

Operators are cordially invited to direct questions to this official department, which is designed to clear up all points pertaining to the making up of abstracts.
Questions on technical matters will not be answered.
The Operator's name and division must accompany each inquiry, but will not be printed.

Lew.S.—Does this Company extend to affiliated Marconi Companies deadhead or franking privileges through its coast stations?

Ans.—Yes.

W.D.M.—(1) Should tolls on traffic exchanged with vessels of the U.S. Navy and the U.S. Naval coast stations be abstracted separately or together in one column captioned U.S. Naval Communication Service? (2) Will the Chilian and Peruvian coast stations accept MSG traffic with the service instructions: Other Lines Collect?

Ans.—(1) For auditing purposes we distinguish between the different class of vessels, also between vessels and coast stations operated by the U. S. Government.

Debit and credit the U.S. Naval Radio Service on traffic exchanged with coast stations operated by the U. S. Naval Communication Service until our present supply of ship station abstracts is exhausted.

Debit and credit the U.S. Navy Department on traffic exchanged with U. S. battleships and vessels which the list of Radio Stations of the United States show as being controlled by the U.S. Navy.

Debit and credit the following named self-explanatory accounts on traffic exchanged with other U.S. Government departments:

U. S. Coast Guard Service.
U.S. Lighthouse Department.
U.S. Army Transport (ship).
U.S. Army Quartermaster (coast).
U.S. Naval Militia, etc.
(2) Forward traffic paid.

Note.—Thos. F. Cole no longer operates the yacht Alvina. Messrs. Cox and Stevens are now doing the accounting. Likewise, M. H. Tracy & Co., Inc., N. Y. have discontinued operating the Seward, the vessel having been taken over by the firm of Harrison and Company. Please correct your records accordingly.

Note.—It was noted while checking over a coast station traffic report, that an Ocean Letter was sent to the Brazos, for retransmission to the Zulia, to be posted in Venezuela.

Such relaying is in direct violation of Regulation No. 63, Page 40 of General Orders, which states: "Such radiograms shall not be entitled to any relaying by radio".

Note.—S. E. Slade Lumber Company advise us that all traffic exchanged with the Providencia should show tolls due to and from the Providencia Steamer Company. Correct your records accordingly.

This page is for the answering of complicated questions, in a simple manner. If you have anything on your mind that you would like answered, let us hear from you as often as the occasion requires—the more the merrier.

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SATISFACTION

LAST night I became deeply interested in a magazine story. The Mayor of an enterprising city was making an eloquent speech to his townspeople. "Gentlemen," he said—"gentlemen, we must have it! As San Francisco is known as the Golden Gate, as New Orleans is known as the Crescent City, and as Boston is known as the Hub of the Universe, gentlemen, so must Vreedersburgh be known by a second name which shall be at once a sobriquet and a motto. Nothing, gentlemen, nothing on this *earth* so advertises and makes known the character and virtues of a town as a second name, such as I have indicated! Gentlemen, such a name must be found, to couple with the name of Vreedersburgh. Gentlemen, the thing MUST be done! I leave the thought in your minds. My wish is that it will sink deep."

¶I lay awake for hours, symbolic words and groups of words parading before my mind's eye. For, as the sweep of a giant wave from the distance, the thought had come: Why not—why not a name motto for Marconi?

¶And my reflections ended in a resolution:

¶To make the name Marconi and SATISFACTION synonymous.

¶SATISFACTION! Let us forget for a few minutes we are skilled operators and give some thought to the word. Have you ever realized how essential it is to our success? It is obvious that we must satisfy our public patrons. We do not all realize, however, that it is just as necessary to satisfy the sender of a message pertaining to the operation and navigation of a ship—CONTRACTS DEPEND UPON IT.

¶Perfect satisfaction to the public requires the aid of our operators. Cultivate Cheerfulness and Courtesy. They cost nothing and are valuable assets. Acquire a pleasing personality, even though nature did not bestow that precious gift upon you. Say, "Thank you"—and mean it; be pleasant, answer questions freely and endeavor to promote more cordial relations with our patrons. Life is short; but not too short to answer questions civilly.

¶The observant operator knows the value of courtesy, and practices it. He also knows the ill effects of discourtesy, and avoids it. A few of us, however, do not live up to the standard set by the more agreeable-mannered operators. Some operators on occasion are grouchy and inattentive, characteristics which do not impress our patrons favorably. The faults of the inattentive operator offset the satisfaction given patrons by operators who are ambitious to please.

¶We are organized for the accomplishment of a constantly needed work, commercial as well as humanitarian. Nothing so well advertises a company as a name for satisfactory service. Accuracy and Speed have a top place in the work of the operator. But Courtesy, with that accuracy and speed, is set up as a milestone on the road to SATISFACTION.

¶Some will read and having read, forget; but some will readjust their head 'phones and think. Will you be one of those to think and profit! Or will you remain inattentive?

—Seakay.

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HEILIG OF PHILADELPHIA WANAMAKER'S

SIXTEEN years ago, D. J. Heilig, like many other wireless men, was a telegraph messenger boy in Philadelphia. Heilig is still in Quakertown, but is now busying himself with the management of the Marconi station at Wanamaker's. And that appears as considerable job, when it is known that the equipment is really two complete stations, a 2 k.w. set for communication with ships and a 5 k.w. plant for messages to and from Wanamaker's in New York. Something like 50,000 words a month are handled for the department store alone, and with Philadelphia's rapid increase in importance as a port, it is easily seen there is plenty to do all the while.

Heilig is physically capable, however, of standing almost any rush. He is an amateur wrestler of considerable note and the possessor of several handsome trophies for athletic prowess. Mental agility is also testified to by a record of sea service on the Prince George, the Finance and the Prince Joachim, and shore service at the Bellevue Stratford hotel—eleven years in wireless, all told. As a matter of fact, Heilig has had just slathers of experience in the field of radio key manipulation. While at the hotel station he acquired the habit of teaching young men recruited into the service from the line telegraphs, and the thing grew on him so that he became ambitious to start a school of instruction. He did, and, with the assistance of his two associates, made a big success of it. That is,—well, from a pedagogical point of view. Heilig says the cash remuneration was negligible. So, when conditions once more became normal, Heilig returned to Marconi Service, to the full satisfaction of all concerned.

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Maintenance Matters

A Department for Technical Questions With Answers

By P. B. Collison

All employees are invited to direct technical questions to this department

DURING the raising and lowering of an aerial the hard rubber insulators are frequently broken. I have found the following method of replacing to be easily accomplished at sea:

Take a large marlin-spike, stand it on some solid object and place the ring of the broken insulator over the pointed end. Then with a medium sized hammer strike a few sharp blows on the part of the ring farthest away from the rubber. The ring will be easily forced apart without any danger of breaking the hard rubber.

Another insulator may then be placed in position by opening its ring in the same manner. It may then be closed by using a large pair of pliers or by hammering carefully.

On the new panel sets where the wiring is held in place by cleats on the back of the board, a disagreeable rattling is sometimes experienced. This may be remedied by placing a cushion made of friction tape between the cleat and the wiring. Other little noises should be immediately located and remedied as there is nothing more unpleasant to the ear than a piece of apparatus not running smoothly.

On ships fitted with the new 106 tuner, why not make a canvas cover to place over same when not in use? A kindly request to the ship's first officer will generally bring the desired canvas; a few lessons in sail making from the Bos'n, and the cover is finished. It will keep out the dust and dampness. By going over the tuner every day with a piece of waste moistened with a few drops of oil it will be kept looking bright and new. Apparatus like this should be used with care and not as a piece of kitchen furniture.

Let's have some more of these suggestions from the boys and help shove the "Service" another point on the scale.

—H. L. Crandall.

The article written by operator H. L. Crandall contains many points of interest and the instructions should be followed by all operators.

His suggestion regarding the replacing of broken rod insulators is very good. A coat of spar varnish on the rubber will help to preserve it.

I am pleased to note that he considers the new panel sets and type 106 receivers worthy of special attention. I know of several boats, particularly those of the Old Dominion Line, on which the wireless apparatus is so well kept that it looks even better than when it came from the factory. On other ships apparatus that has seen less service appears as though it had been in use several years.

A large part of the insulation trouble on the transmitter panel, especially that of the quenched gap and condenser, could be remedied if the operators would wipe off the daily accumulated dust and dampness. Otherwise the insulation will become carbonized from surface leakage and have to be replaced. The iron portions of the frame should be oiled now and then

(Continued on page Eleven.)

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IN APPRECIATION OF LOYALTY

November 16, 1916.

Miss Florence Hebden,
3300 D Street,
Philadelphia, Pa.

Dear Miss Hebden:—

It was with deep regret that the officers of the Marconi Wireless Telegraph Company of America learned of the death, by drowning at Rio Janeiro, of your brother, Percy Burdon Hebden.

His record of service, dating from September 13, 1913, shows that he had earned a name for devotion to duty, reliability and steadfastness of purpose—characteristics which will be associated with memories of him for years to come. He was one of those who kept vigil on the sea in calm and storm, facing hardship, peril and privation with unflinching eyes, in order that he might protect the lives of others. For these reasons the Marconi Company is particularly proud to have had him in its service, and it is not too much to say that he well exemplified in various ways, the ideal which it seeks to maintain.

The loyalty which Marconi operators give prompted the Company to provide life insurance for them, and in accordance with this plan, you as the beneficiary named in your brother's policy, will receive $500. You will find enclosed a check for this amount.

With assurances of our sincere sympathy because of your bereavement, we are

Yours very truly,
E. J. NALLY,
Vice President & General Manager.

November 19, 1916.

Mr. E. J. Nally,

Dear Sir:—

Your letter of November 16th reached me yesterday, also the check for five hundred dollars, for which please accept our sincere thanks.

As I am now the only support of my parents, this money will be very acceptable.

It has given us great pleasure to have your letter and we shall always keep it as a memorial to my dear brother.

Percy was an ideal son and brother, and his loss is keenly felt by all of us.

Again thanking you for your prompt attention in this matter and for your much appreciated letter, I am with best wishes for the success of the Company and yourself,

Sincerely yours,
FLORENCE HEBDEN.

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THE OPENING OF SERVICE WITH JAPAN

THE forging of another link in the Marconi world-wide chain and the unlocking of other gates to the commercial world of the Orient, was signalized by the opening of trans-Pacific wireless service between the United States and Japan on November 15th.

At ten o'clock in the morning, New York time, and midnight, Tokio time, the cumulative result of the three years of study and effort which Edward J. Nally, Vice President and General Manager of the American Marconi Company, and the members of his staff had devoted to the task of establishing communication with Japan, was commemorated by an exchange of messages between notables in the United States and the Asiatic nation. As an illustration of the operation of the service it can be stated that a message from President Wilson to the Emperor of Japan, at Tokio began its radio flight at the Bolinas station, from which, with the speed of a lightning flash, it took an unerring course across the Pacific and was received at the Kahuku station, spanning a distance of 2,087 miles. Quickly it was copied at Kahuku, given a new impetus, and sent speeding across the space of 4,140 miles that it had to traverse before reaching Tokio. In a similar manner the reply of the Emperor was dispatched to President Wilson. The message was transmitted from Funabashi and relayed at Kahuku to Marshall, which station has direct communication with the Western Union Telegraph Company, over whose wires traffic is forwarded. In Japan, connection is made with the Japanese Imperial Telegraph system to all points in the Orient.

The President's message read as follows:

The White House,
Washington, November 15, 1916.

His Imperial Majesty the Emperor of Japan at Tokio.

The Government and people of the United States of America send greetings to your Imperial Majesty and to the people of Japan and rejoice in this triumph of science which enables the voice of America from the far West to cross the silent spaces of the world and speak to Japan in the far East hailing the dawn of a new day. May this wonderful event confirm the unbroken friendship of our two nations and give assurance of a never ending interchange of messages of good will. May the day soon come when the voice of peace, carried by these silent messengers, shall go into all the world and its words to the end of the world.

Woodrow Wilson.

To which, the Emperor of Japan replied:

It affords me much pleasure that the first use of the installation of wireless telegraphy between Japan and the United States has been to transmit your cordial message. In return I send this expression of my thanks for the good wishes exhibited toward me and my people, and of the hearty desire entertained throughout Japan for the continued prosperity and welfare of the United States.

Among the hundreds of early messages transmitted, one of the most significant was the following, from General Manager Nally to Hon. Jiro Tanaka, the Japanese Director General, Posts and Telegraphs:

For three years we have worked

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together to commercialize this miracle of wireless. Our relations have been so harmonious and so pleasant that we have added reasons to celebrate this day and to exchange felicitations upon the happy completion of what seemed a well nigh impossible task. Accepting this as an augury of the future character of communications which may pass between us and between those who may use our service it brings us assurance of continued friendly relations. My congratulations and best wishes to you and to all the members of your staff.

Edward J. Nally.

All of the communications between the United States and the Hawaiian and Japanese stations are transmitted in English or French. The Funabashi station is controlled by the Japanese Government and has two staffs of operators, military and civil, being employed by the Department of Posts and Telegraphs for commercial business, as well as by the Government.

For the present the Marconi United States-Japanese service will be confined to San Francisco, Hawaii and Japan. There will be two classes of service between San Francisco and Japan, a full rate or expedited service at eighty cents per word, a reduction of forty-one cents per word from the existing cable rates, and a deferred half rate service at forty cents per word, the lowest cable rate at present being $1.21 per word.

AWARDS FOR SUGGESTIONS

At a meeting of the Suggestions Committee held on October 27, four suggestions submitted to the Committee were accepted; the prize award details follow:

Operator N. J. Kearney, of the New York. To abolish duplicate copies of logs. 1 year's subscription to The Wireless Age.

D. V. Applegate, Operating Department, N. Y. Improvement in clips used in connection with quenched gaps. Prize: $2.50 in gold.

Operators C. L. Beach and B. Guild, of the Havana. Suggestions for the improvement of the 106 tuner. Prize: $2.50 in gold, each.

SPECIAL NOTICE

Beginning with the January issue, David Sarnoff will conduct a page each month, entitled "The Melting Pot."

Mr. Sarnoff intends through the pages of this magazine to engage in frank discussions of all matters relating to the good and welfare of our employees, and particularly wishes to exchange views with operators who often ask such questions as:

How can I advance myself in the radio profession?

How can I obtain a higher position than my present one?

What particular line of outside study will be the best for one in my position to take up?

And similar questions. Through an erroneous conception of development, the statement is often heard, that while it is true those now holding high position in the Marconi Company have been operators in the past, the organization is now so changed that the average operator has not the same opportunities that existed when the art was younger.

This is not so; and Mr. Sarnoff, for the benefit of all Marconi men, will answer any proper question, whether it refers to the conduct of the business or whether it applies to the personal problems of employees. You are invited to assist in making this department of interest to all readers. Address: Mr. David Sarnoff, 233 Broadway, New York.

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THE GOLD BADGE OF COURAGE

William H. Howard wearing fob presented by his factory associates

A TOKEN of affection and esteem that will long remain one of the most prized possessions of William H. Howard, was given to him by his associates in the Aldene factory when he returned recently from the Mexican border. Mr. Howard, or Corporal Howard, as he is known in the First Field Signal Corps, N.G. N.J., was presented with a solid gold watch fob of special design, the gift of the officials and employes of the factory.

James McKenna made the presentation speech, referring in his remarks to the dark shadow which appeared on the horizon four months ago, taking the form of what gradually appeared a cloud of inevitable war with the sister Republic to the south of us. A summons for aid resounded throughout the nation and a generous response from those subject to service followed. Turning to Howard, the speaker remarked, "Aye sir; and you were one of them! When the call came, although you were not subject to it, you answered voluntarily. You did not hold yourself aloof. You did not place your own personal welfare above the welfare of your country. You did not stop to think of those who were near and dear to you, even though the fulfillment of duty may have brought death. You have set a noble example. And if that call should again come—God forbid that it will!—when reason primes the rifle and duty draws the sword, when honor breathes a blessing on the standards they uphold, from every pulsing heart will come a patriotic response. A response that will make the most insensitive palpitate with emotion, through knowing that if circumstances permit, you will again be among them.

"I have the honor on behalf of your fellow workers and friends to present to you a token of their esteem and appreciation of the spirit you have displayed. Accept it in the same spirit with which it is given. The fullness of heart which inspired the gift insures that it will be a credit to you; and this we hope for always, for you are indeed a credit to your country."

Mr. Howard was taken by surprise by the gift, but he responded gratefully, thanking the employes and officials and stating that he will serve again whenever his services are required.

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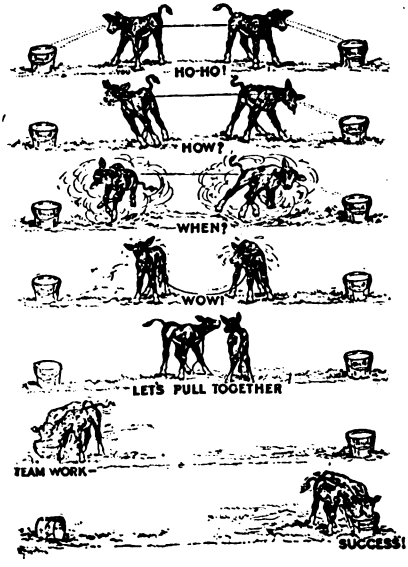
MAINTENANCE MATTERS

(Continued from page Six.)

to prevent rust. The Maintenance Department will furnish the necessary metal polish and cotton waste to any operator who requests it. We will paint the iron work whenever necessary. We will repair or replace any worn or defective part, but we will not send a man to a ship with a dust rag and broom to clean dirt that has accumulated during an entire trip. Operators should wipe off the entire set with a slightly oiled rag every few days. Don't paint the set with oil. Use a little polish on the bright work once in a while and you will be surprised to see how it will improve its appearance.



Co-operation—a Picture Sermon

EXECUTIVE OFFICE NOTES

Vice-President and General Manager E. J. Nally, accompanied by John Bottomley, secretary and treasurer, David Sarnoff, assistant traffic manager, and Roy A. Weagant, chief engineer, recently spent several days in Washington, looking after the interests of the Company.

Mr. Nally left November 23rd for Montreal, to attend a meeting of the Board of Directors of the Marconi Wireless Telegraph Company of Canada, Ltd., of which he is a member.

During the recent inauguration of the United States-Japan trans-Pacific service, the New York office was represented by the following officials:

E. B. Pillsbury, general superintendent, at Honolulu.

George S. DeSousa, traffic manager, and W. A. Winterbottom, superintendent, at San Francisco.

EASTERN DIVISION NEWS

Instructor Bucher, of the School, became the father of a nine-pound girl on November 21st.

A. J. Falke has been re-employed. He is assistant on the Manchuria.

Fred Throop was assigned to the DeSoto when she came out of drydock. Throop has just joined this division, having spent the summer working on the Great Lakes.

E. N. Du Treil, formerly of the Gulf Division, is temporarily on the Lysefjord, a new equipment.

J. Cratan is on the Harry Luckenbach.

R. H. Redlin is on the Guantanamo. Redlin has been seriously ill, but is quite recovered now.

Theodore Hahn is junior on the Iroquois. Hahn likes the run to the West Indies and hopes to be allowed to stay attached to the Iroquois.

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Thomas Peskin was assigned to the Wico by Mr. Heilig. Peskin had been in the Southern Division.

J. J. MacLevy, formerly of the Pacific Coast Division, is on the Texas.

I. Hoffman is on the yacht Diana. The Diana is bound south for a three months' cruise. Hoffman is delighted with the ship.

Philip Battiato is on the Radiant, running to Gulf ports.

A. L. Speace has returned to this Division. He is serving on the Petrolite.

Franklin Mousley and T. A. Churchill are now under the Pacific Coast Division. Their ship, the Korea, has been taken over by the Japanese Government, and they have received new assignments.

J. T. Brady was assigned to the Paulsboro, a new ship belonging to the Vacuum Oil Company.

W. F. Vogel, who sent out the call when the Antilla burned at sea, is now working in the Southern Division.

Charles Stellmach and G. V. Willetts are on the Lenape.

E. P. Diggins is trying to fatten up on the San Marcos.

Traveling Inspector J. E. Broussard, of the Gulf Division, is temporarily on the Navajo.

G. P. Hamilton is on the Apache.

The Siberia has been passed over to the Japanese Government. Ticknor and de Bellefeuille are now under the Pacific Coast Division.

W. D. Hille, who hails from the Gulf Division, is on the Brilliant.

Sam Schneider and Frank Evans had the honor of being the first operators to be assigned to the new Mallory ship, the Henry R. Mallory. Schneider is senior.

R. D. Magann is back on the Momus.

Matt Bergin, the handsomest man in the Division, is senior on the St. Paul of the American Line.

Joseph Dillon is on the El Sud. Dillon's home is at New Orleans, and much to his surprise on his first trip, the ship's southern port of call was changed from Galveston to New Orleans.

A. C. Jacoby is on the Baton Rouge.

George Butterfield is on the Kroonland as junior, a berth he had much desired.

Willard Wilson is on the New York, of the American Line.

Stephen Hidalgo, a graduate of the East Side Y. M. C. A. school, has been appointed to the El Oriente as junior. E. C. Stephens is senior.

Carlton Crosby is on the yacht Casiana.

Charles Sandbach is senior on the Byron.

O. J. LaRue, a school man, is junior on the El Rio.

The friends of Arthur Lynch will be glad to hear he has returned to the Service. He is temporarily acting as junior on the Havana.

Arthur Mitchell has been transferred from the Munamar to the Algonquin. Mitchell had been on the Munamar for quite a long time.

W. A. Roy is junior to A. L. Heimbecker on the Mohawk.

Willis Beltz was placed on the newly-equipped Dawnlite by the Great Lakes Division.

Franklin Gardner is on the one-man ship, Motano. This is a bonus ship.

SOUTHERN DIVISION NOTES

Division Superintendent Thomas M. Stevens has been transferred from Baltimore to San Francisco, where he will relieve George J. Jessop, (resigned) as marine superintendent of the Pacific Coast Division. Stevens, who became proficient in wireless while in United States Navy, first entered the

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commercial field at Port Arthur, Texas, later being transferred to New York and Boston.

Mr. Stevens, while on his way to San Francisco to take over his new duties, stopped off at Houston, Texas, to visit relatives and while there was suddenly taken ill with pneumonia and is at present in the Baptist Sanitarium.

Constructing Engineer, Maynard C. Morris, of Philadelphia, has been appointed Division Superintendent at Baltimore.

D. Brietenbach, of the Cape Hatteras station, who is spending his annual vacation with his parents in Washington, D. C., dropped in the Baltimore office while enroute to say Howd'y.

S. Cissenfeld, formerly on the Nantucket, has been assigned to the Tug Britannia, of the Bay Steamship Company of America, which is enroute to Cardiff, Wales, from Baltimore.

H. H. O'Day has been transferred from the Howard to the Powhatan. He was relieved on the Howard by H. P. Jernigan, an ex-Navy operator.

J. C. Eddy, formerly senior operator on the Powhatan, was transferred from that vessel to the Sun, at Newport News, Va.

J. M. Blake, who has resigned from the service, was relieved as junior operator of the Suwannee by John W. Brubaker, formerly of the Larimer.

H. P. Folsom, a new man in the service, has been assigned to the Grecian, relieving junior operator George Diehl, who was assigned to the Cretan at Philadelphia.

Senior Operator J. E. Bell has been relieved on the Essex by H. J. Sacker, who recently rejoined the Marconi service.

Arthur R. Ault, a new man in the service, has been assigned to the Delaware Sun, relieving J. J. Williams.

H. B. Ellis is now junior on the Persian, in place of G. W. Caldwell. Both are new men.

Operator John Owens has been assigned to the Dorchester, relieving M. Riser.

J. E. Bell has been assigned to the Suwannee, taking the place made vacant by the resignation of Operator R. P. Linderborn.

GULF DIVISION STATIC

Lloyd Brasher, a new recruit, has been assigned to the Tormentor. Brasher is the "baby" (in age) of the Division and his boat is the smallest, but both are doing nicely, thank you.

The Dade has been laid up for repairs. Operators J. E. Broussard and W. L. Hille have been transferred to the Eastern Division. Broussard says he'll be back with us as soon as he can find another vessel headed South.

A. L. Rosenberger has been transferred to the Comus, of the Eastern Division, relieving J. H. Uhalt, assigned to the Excelsior.

J. W. D. Kibler, of the Southern Division, has been assigned to the C. A. Canfield.

G. S. Rowe, second at Tampa station, has returned to the Brunswick.

C. E. Bower has been transferred from the Brunswick to Tampa station.

T. J. Alderman, late of the Lakes Division, has been assigned to the San Ramon, relieving T. G. Deiler, who resumes duty as instructor at the Y. M. C. A. Radio School, New Orleans.

F. C. Moore of the Excelsior has been transferred to the Yoro, relieving C. R. Barker who has been assigned to the newly equipped tug, J. W. Thompson, soon to leave for Europe.

G. P. Reynolds is senior on the Ex-

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celsior, with J. H. Uhalt as junior.

J. P. Huckaby, a newcomer, has been assigned to the Buccaneer.

W. M. Hammond, of the C. E. Harwood, is temporarily out of the service on account of illness.

J. W. B. S. Foley, of the Port Arthur station is making a trip on the C. E. Harwood.

NEWS FROM THE GREAT LAKES

Frank Wilkinson has been promoted to the management of Milwaukee station, vice T. W. Fountain, resigned.

Great Lakes operators who are attending college this winter in various states are: From the Chicago District: C. K. Little, B. B. Minimum, O. L. Anderson, W. C. Evans, Norman Hitchcock, S. R. Henery, Leland Hansen, R. Mathews, M. J. Taynton, H. D. Stevers, H. H. Shotwell. Lake Erie District: H. P. Roberts, R. G. Sidnell, D. A. Nichols, H. Burhop, Eric Lyons, E. C. Corey. This certainly speaks well for the class of operators on the Lakes.

The steamer City of Detroit 111 has been laid up for the winter. Irving Wallace, operator in charge, has been transferred to the City of Erie, vice Willis Beltz, who departed on the auxiliary schooner Dawnlite, for the Eastern Division. R. G. Harris, second operator, we understand received an appointment in the Eastern Division.

W. H. Jones, second at Cleveland station, recently resigned. He was succeeded by William Kunnar, who was later transferred to the City of Buffalo, in place of L. McPhail, who is now acting as second at Cleveland. Mac has spent the past seven months on the wrecker Favorite, up in Georgian Bay, trying to recover the wreck of the Western Star. The Favorite pulled into Cleveland a few days ago to undergo minor repairs for the winter. Inasmuch as the Favorite was contemplating an all winter stay, Mac did not care to return. He was succeeded by Ross J. Plaisted.

SAN FRANCISCO NOTES

A. H. Ginman, general superintendent, has resigned, effective December 1st. W. A. Winterbottom, from New York, has been appointed division superintendent.

C. E. Goodwin received the assignment to the new steamer Astral, of the Standard Transportation Co., equipped with a type P4 set.

S. M. Armacost, formerly at the Bolinas high power station is now on the Barge 95, of the Standard Oil Company.

T. C. Eastman, who has been operator in charge on the steamer Beaver since May 6, 1913, is on a six weeks' leave of absence, visiting his relatives in the Middle West. He states the vacation is one continual round of pleasure, automobiling, duck hunting, and dear hunting.

R. H. Brower is temporarily acting in charge on the steamer Beaver, with L. G. Ogles as assistant.

P. M. Brewer is in charge on the Coronado.

A. V. Mattingly relieved E. J. Browne as operator in charge on the steamer Cuzco. Browne has been promoted by W. R. Grace and Company to the position of purser on the San Francisco-South American steamer Peru. We extend our best wishes for his future success.

M. Sanchez has been assigned assistant on the steamer City of Topeka, relieving E. T. Jorgensen who will do relief work at the Hillcrest station.

C. E. Fitzpatrick and E. Zelecovitch are acting first and assistant on the City of Para.

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233 BROADWAY, NEW YORK

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G. W. Nicholls.....Dist. Supt.

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American Building, Baltimore, Md.
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Books on Wireless

A list of some of the best books pertaining to the wireless art. We have made arrangements whereby we can supply you with any book on wireless published in America at regular published price. We can also import on order any book published abroad. **Send us your orders. They will receive prompt attention.**

YEAR BOOK OF WIRELESS TELEGRAPHY (1916) pp. 1000. Contains a yearly record of the progress of wireless telegraphy; complete list of ship and shore stations throughout the world, their call letters, wavelengths, range and hours of service, and articles by the greatest authorities on vital questions.....$1.50 — $1.00

HOW TO PASS U. S. GOV. WIRELESS EXAMINATION. 118 Actual Questions Answered. 72 pp. E. E. Bucher. The greatest wireless book ever published for amateurs and prospective wireless operators..... .50 — .40

HOW TO CONDUCT A RADIO CLUB, pp. 128, 116 illustrations, E. E. Bucher. Describing Parliamentary Procedure indoor and outdoor experiments. Receiving Set and many other features..... .50 — .40

LIST OF RADIO STATIONS OF THE WORLD. 220 pp. Compiled by F. A. Hart, Chief Inspector of Marconi Wireless Telegraph Company of Am., and H. M. Short, Resident Inspector U. S. A. Marconi International Marine Com. Co. The only complete authoritative call list published.. .50 — .40

HAND BOOK OF TECHNICAL INSTRUCTIONS FOR WIRELESS TELEGRAPHISTS, pp. 295, Hawkhead, J. S. Covering principally the practice of the Marconi Co. abroad and elementary explanation of the underlying principles .....1.50 — 1.00

TEXT BOOK ON WIRELESS TELEGRAPHY, pp. 352. Stanley, R. A. text book covering the elements of electricity and magnetism, with details of the very latest practice in wireless telegraphy in European countries—recommended to all workers in the art of radio telegraphy.....2.25 — 2.00

PRACTICAL USES OF THE WAVEMETER IN WIRELESS TELEGRAPHY. Mauborgne, J. O. Originally compiled for the Officers of the U. S. Signal Corps; comprises an explanation of the use of the wavemeter, the most complete publication on the subject so far produced.....1.00 — 1.00

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WIRELESS TELEGRAPHY, pp. 443, 461 illustrations, by Dr. J. Zenneck. Translated from the German. The work is the most scientific and thorough that has appeared on this subject. It covers all phases from physical principles to finished commercial apparatus.....4.00 — 3.60

PROCEEDINGS OF THE INSTITUTE OF RADIO ENGINEERS, edited by Dr. Alfred N. Goldsmith. Nos. 3 and 4—1913; Nos. 1, 2, 3, 4, —1914, and Nos. 2 and 4 for 1915 sold singly at $1.00 each. Volumes II (1914) and (1915) Bound in Buckram, $5.00 each. Subscription by year. — 6.00

WIRELESS TELEGRAPHY AND TELEPHONY, pp. 418, 350 illustrations. Eccles, W. H. A Handbook of Formulae, Data and Information. Also gives brief accounts of the position of modern thought and speculation, includes a number of detached essays on subjects that seem to have been neglected hitherto. Many formulae now published for the first time. A number of Abacs for facilitating the rapid application of formulae. A novel Abac for the calculation of wave-lengths of circuits. The information is classified on a simple, definite system and the scheme of cross-references is complete, a copious Index and a Glossary of the Scientific and Technical Terms, Words and Phrases used in Radio-telegraphy ..... — 3.50

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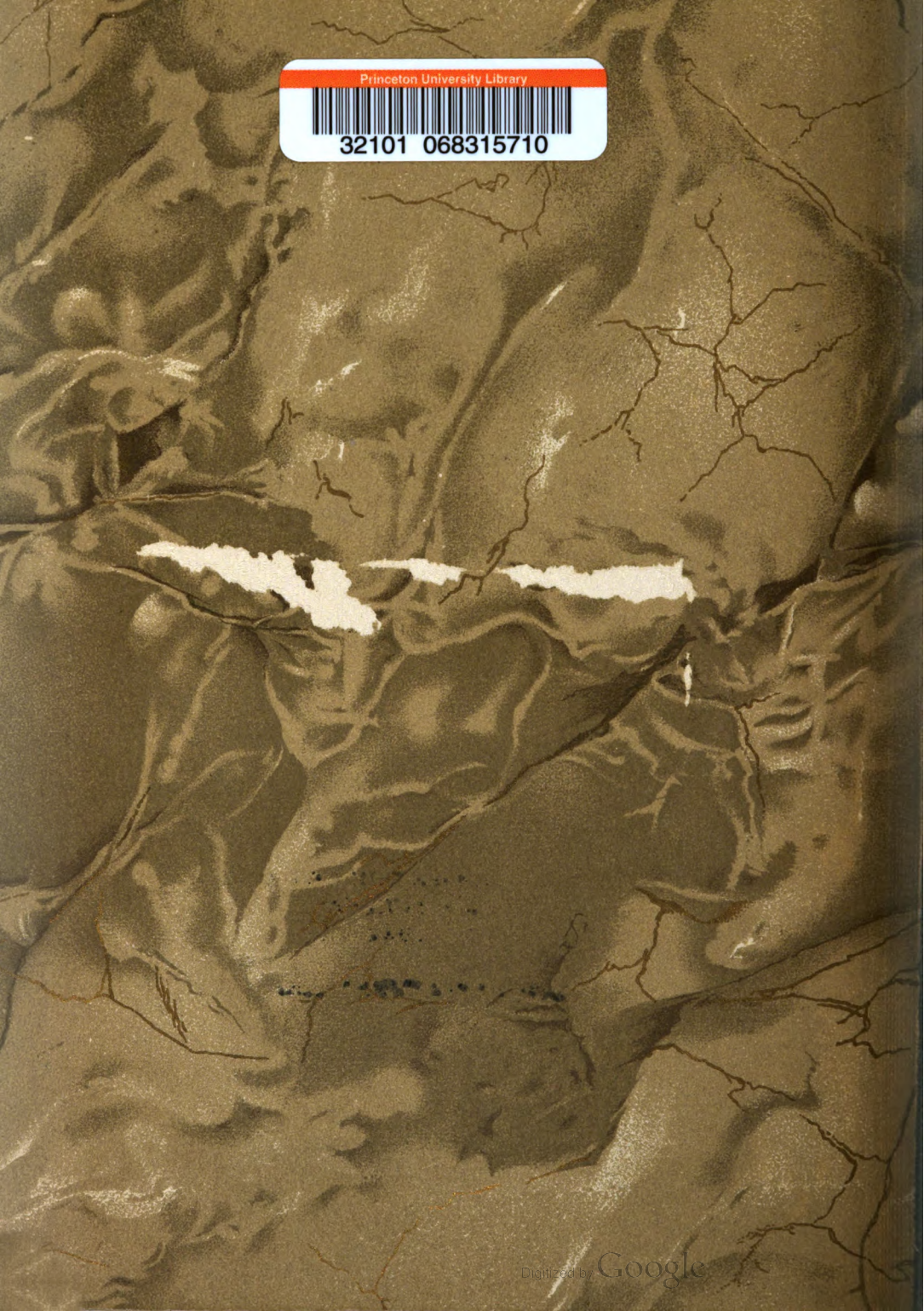
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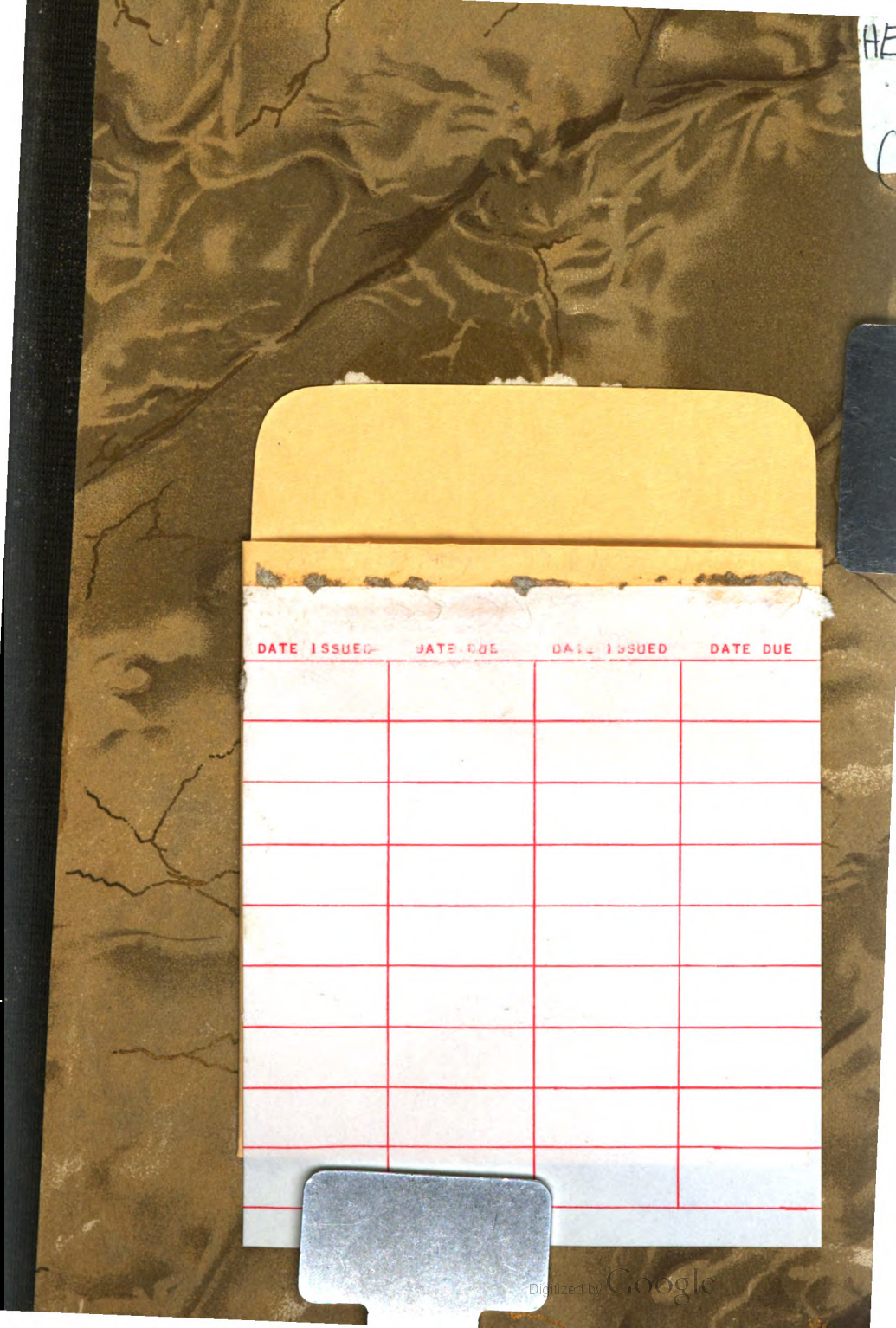

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